

WASHINGTON.

THE FREEDMAN'S BANK.

THE FREEDMAN'S BANK. THE LOANS TO THE RING—CHARACTER OF R. J. FLEMING'S ASSETS—POORNESS OF HIS RESOURCES GIVEN.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.] WASHINGTON, June 10.—Of all the dishonest transactions which have been dragged into the light, within the past few years, the most wicked and heartless are those which resulted in the failure of the Freedman's Bank, and in the robbery of the funds of poor colored people, struggling in the face of almost insurmountable obstacles to become useful and thrifty citizens.

To encourage the freedmen to cultivate habits of thrift and economy, the Freedman's Savings and Trust Company was formed. Chartered by the supervision of the Government, the colored people had confidence in it, and intrusted to it their small surplus earnings, which, but for it, they would not have saved at all, or would have placed in the hands of their old masters. How they were swindled is now an old story, a little light having been thrown upon the subject by the reports of the Commissioners appointed to wind up its affairs.

The examination made by the Treasury Department at the New-York Custom-house, with a view to check smuggling by travelers, has fixed the chief responsibility upon employees in subordinate positions. Collector Arthur and Surveyor Sharpe have been taken hold of the matter in earnest, and a separate commission is being formed to regulate the duties of those who look after the species of fraud on the revenue.

SECRETARY BELKNAP HIGHLY PLEASSED WITH THE WEST-POINT EXAMINATIONS. The Secretary of War, in a private letter from West Point, expresses himself highly pleased with the examination of cadets at the Military Academy. The Law Class especially showed great proficiency.

DISCOVERY OF A POSTMASTER IN THE PAY OF LOTTERY DEALERS. A Special Agent of the Post-Office Department, who has been looking into the transactions of the lottery established at Laramie, Wyoming Territory, and extensively advertised in the East, reports that he has evidence going to show that the Postmaster at that place has been guilty of a serious offense.

SENATOR CAMERON SEEKING OFFICE FOR A FRIEND. It is said that Mr. Lockwood, present Chief Clerk of the Office of Commissioner of Customs, will not be promoted to the position of Deputy Commissioner, as has been reported.

WASHINGTON NOTES. Since the publication of the reception of a portion of the Schiller mail at the Post-Office Department a large number of letters have been received from different sections of the country making inquiries concerning them.

THE MANAGEMENT OF THE REDEMPTION AGENCY. PRECAUTIONS AGAINST DISHONESTY IN COUNTING MONEY—NEARLY ALL THE SHORTAGES ACKNOWLEDGED TO BE ERRORS OF THE SENDERS.

WASHINGTON, June 13.—The recent theft of \$47,000 from the Treasurer's office has caused considerable inquiry concerning the manner in which the money was received for redemption.

THE SALE OF WEBSTER'S LIBRARY. THE REASON FOR THE SALE—ABOUT NINE HUNDRED VOLUMES OFFERED—HIGH PRICES PAID FOR WORKS CONTAINING AUTOGRAPHS.

BOSTON, June 12.—The sale of Daniel Webster's library, which has occupied three days of the week, was finished yesterday. The collection was sold for a value which might have had in its entirety as the library of the great expounder.

THE SITUATION IN THE COAL REGION. THE MINERS' EFFORTS TO EFFECT A COMPROMISE LIKELY TO MEET WITH LITTLE ENCOURAGEMENT IN SCHUYLVILLE COUNTY—TWO WORKING MINERS SHOT.

POTTSVILLE, Penn., June 13.—Yesterday the Executive Board of the Miners' Benevolent Association met at Shamokin, looking to some compromise in that region, but it was unattended by a single coal operator.

THE SITUATION UNCHANGED IN LUZERNE COUNTY. WILKESBARRE, Penn., June 13.—There is no change in the situation, and no likelihood of the men of this region going to work soon.

CURRENT TOPICS AT THE CAPITAL. IMPROVEMENTS IN THE MANAGEMENT OF THE POST-OFFICE DEPARTMENT.

Postmaster-General Jewell is making preparations to collect, classify, and arrange chronologically all the records of the Post-Office Department in 1836 nearly all of the records were destroyed by fire. Since

that time, as fast as they have accumulated in the different offices and rooms of the Department, they have been bundled and stowed away in the basement, in a somewhat disordered manner, but as well as the limited and inconvenient space would permit. In searching for information concerning the transactions of former years, while it can sometimes be found in a few minutes, it not infrequently requires a half day to find the pertinent document wanted.

RECOLLECTIONS, 2 vols., \$5. 25; P. Forester, Fish and Fishing and Field Sports, 2 vols., \$7. 50; Hutchinson, 3 vols., \$10. 87; K. East Club, 3 vols.

THE LOSS OF THE VICKSBURG. NINE OF THE CREW AND THREE PASSENGERS TAKEN TO ST. JOHNS, N. F., BY AN AMERICAN VESSEL—STATEMENTS OF SURVIVORS.

MONTECAL, June 12.—The following telegram has just been received from St. Johns, N. F.: MARTIN LORRE, Esq., to the Hon. Sec. of State: Nine of the crew and three passengers of the Vicksburg were brought here by an American Fisherman.

ST. JOHNS, N. F., June 12.—The following are the names of the persons who arrived here to-day belonging to the wrecked steamer Vicksburg: Father Greenwood, James Callaghan, John Ryan, James Williams, John Jones, James Walker, seaman John Curtis, John Redmond, and Martin L. Lore, and John Peggely, John Brown, and Richard Corbett, passengers.

MONTECAL, June 12.—The following dispatch is from Bryan Meshane, one of the rescued passengers: ST. JOHNS, N. F., June 12. D. TORRANCE & Co., Montreal. On the night of May 31, we got in scuttled in ice. On the night of May 31, we got in scuttled in ice. On the night of May 31, we got in scuttled in ice.

THE SCHILLER DISASTER. INQUIRY BY THE BRITISH BOARD OF TRADE—STATEMENT OF THE FIRST OFFICER.

At the inquiry instituted on the 1st inst. by the British Board of Trade into the causes of the loss of the Schiller, Heinrich Hillers, the first officer, said: During the last three days of her last voyage the weather was very calm. They were not able to take any observations. The fog became thicker after 8 o'clock on the evening of Friday, May 8. Until 9 the engines were going at full speed. The fog was not cleared to the south of the ship. The fog was not cleared to the south of the ship.

THE STEAMER VIRGO ASHORE. HALIFAX, June 12.—The steamer Virgo, from Halifax for St. Johns, N. F., went ashore last night on the south side of St. Pierre Island, and will probably be a total loss.

PACIFIC MAILS NEEDS. MEETING OF DIRECTORS TO CONSIDER THE RAISING OF \$1,650,000—VIEWS OF VICE-PRESIDENT SCOTT.

The Pacific Mail Directors met on Saturday to consider the report of Vice-President Scott on the finances of the Company. The Vice-President stated that about \$1,650,000 was needed to complete the additional tonnage necessary to meet the completion of the three steamers now constructing.

FOREIGN NOTES. PANAMA, June 4.—The Presidential struggle still goes on with the participation of Montano and Prud. The latter are most likely to be successful.

ATLANTA, June 13.—The special reports to the London journals that the abdication of the King is imminent, and that several foreign men-of-war have arrived in the waters, are untrue. The country is perfectly tranquil.

PANAMA, June 4.—Correspondence from the south provinces that, on the 26th of May, at about 7 o'clock in the evening, an attempt was made to seize the barracks at Potosi in Bolivia.

BERLIN, June 12.—The Norddeutsche Allgemeine Zeitung of to-day contains an article referring to the recent arrival in German waters of a fleet of United States war vessels attached to the European station, under command of Rear-Admiral Worden.

PITTSBURGH, Penn., June 12.—In the trial suit of the Erie Railroad against the Pittsburgh Post, on Friday morning, the jury yesterday morning returned a verdict of \$10,000 damages for the plaintiff.

ESCAPE OF NINETEEN PRISONERS AT CLEVELAND. CLEVELAND, June 13.—Nineteen prisoners escaped from the County Jail this morning through the instrumentality of a young girl who was working out a fine in the jailer's family.

VERDICT IN THE PITTSBURGH POLITICAL LIBEL SUIT. PITTSBURGH, Penn., June 12.—In the libel suit of the Erie Railroad against the Pittsburgh Post, on Friday morning, the jury yesterday morning returned a verdict of \$10,000 damages for the plaintiff.

SUSPENSION BY THE PROPRIETOR OF UNION-SQUARE READING-ROOMS. BURLINGTON, Vt., June 13.—Charles P. Button of this city, proprietor of the Newspaper Reading-Rooms, Union-square, New-York, has suspended payment. Liabilities over \$55,000. The failure was caused by the long continued depression in the oil trade, and the consequent depreciation in oil securities.

RETURN OF THE YELLOWSTONE EXPEDITION. ST. PAUL, Minn., June 13.—Gen. Forsyth's expedition to the Yellowstone River arrived at Bismarck on its return trip on Friday. The trip was a very pleasant one, and they bring glowing accounts of the country visited.

A Michigan paper has an article headed "Our Lie." It is a very interesting article, and has sufficient matter to justify it in keeping a lie. We, for instance, if we were a Michigan newspaper, should have no objection to making a change in the name of our paper, and capacity to lie not lying to do.—[Courier-Journal.]

GENERAL FOREIGN NEWS.

RESTRICTIONS ON THE PRESS OF FRANCE. MEASURES TO BE INTRODUCED INTO THE NATIONAL ASSEMBLY BY M. DUFAURE.

PARIS, June 13, 1875. A bill for the regulation of the newspaper press, which will soon be submitted to the Assembly by M. Dufaure, Minister of Justice, is published. It declares the state of siege raised, and provides that attacks on the form of government and the President of the Republic shall be punishable with imprisonment for not less than two months or more than three years, and fines of from \$100 to \$1,000.

EARTHQUAKE IN THE ANDES. DETAILS OF THE DISASTER—CITY OF CUCUTA ENTIRELY DESTROYED—AMOUNT OF DAMAGE DONE TO NEIGHBORING TOWNS.

PANAMA, June 4.—The Royal Mail steamship Balize, which arrived at Aspinwall to-day from Savannah, brings the following particulars published in an extra of the Barranquilla Shipping List, May 29, of a terrible earthquake in the Andes: The steamer Isabel, which arrived yesterday from the interior, near our city with her flag at half-mast, indicating that she was the bearer of unwelcome news, and which there was various conjectures as to its import, none had for a moment pictured the magnitude of the awful calamity which had taken place.

NEAR PITTSBURGH—LOSS, \$150,000. PITTSBURGH, June 13.—About 12:30 o'clock p. m., yesterday, a serious fire occurred at the Brilliant Oil Works, on the Allegheny Valley Railroad, seven miles north of this city, owned by Lockhart & Frew.

AT BUFFALO—LOSS, \$110,000. BUFFALO, June 13.—A destructive fire broke in the fertilizing establishment of Alexander & Crocker, in East Buffalo, at an early hour yesterday morning, and destroyed that and the adjoining establishment of L. W. Drake & Co., pork packers.

IN ELIZABETH, N. J. On Saturday morning, the residence of Capt. Townley, in Morris-avenu, near the City of Elizabeth, N. J., was set on fire by the carelessness of a servant, and was burned to the ground.

IN VERONA, N. J. On Friday morning, a newly-built and unoccupied house, belonging to Mr. Cook, in Verona, N. J., was burned to the ground. The loss is estimated at \$5,000, and was uninsured.

FIREWHLRE. ELIZABETH, N. J., June 13.—Yesterday morning the residence of Capt. Townley, on Morris-avenu, two miles north of the city, was completely destroyed. The loss is \$5,000; insured for \$1,000.

CINCINNATI, June 13.—The woolen mills of Roots & Co., at Connersville, were burned about 2 o'clock this morning. Loss, \$20,000; no insurance. The fire was caused by an incendiary.

TITUSVILLE, Penn., June 13.—The fire caused by lightning striking one of the tanks belonging to the United Pipe Line Company, at Monterey, on Friday night, was extinguished by the fire department. The loss of oil burned, and the total loss is about \$20,000.

ST. LOUIS, June 13.—The private residence of J. L. Ganzhorn, in the western suburb of the city, was burned early yesterday morning. Most of the furniture was saved. Loss, \$50,000; insured in the Home of New-York for \$5,000, in the Insurance Company of America for \$40,000, and in the Citizens of Connecticut for \$5,000.

FATALLY INJURED BY A LOAFER. SPRINGFIELD, Mass., June 13.—Michael Edwards, of the firm of Edwards Brothers, contractors of the Troy and Greenfield Railroad, was killed by a stone thrown at him by a loafer Friday evening by a stone thrown at him by a loafer.

THE PRESIDENT CALLED UPON TO DEFINE HIS POLICY. KANSAS CITY, Mo., June 13.—A resolution was passed by the Board of Trade on Friday calling upon the President of the United States to define his policy in regard to Indians, and with reference to the Sioux Indians; and a Committee was appointed to memorialize Congress protesting against the locking up of civilization by setting the savages in the land upon one of the richest portions of the national domain.

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RAILWAY ISSUES.

EXPECTED RESULTS FROM THE RECENT CONFERENCE. PROBABLE ARRANGEMENTS BETWEEN THE BALTIMORE AND OHIO AND PENNSYLVANIA CENTRAL LINES—NO IMMEDIATE RISE IN RATES LOOKED FOR—VIEWS OF RAILROAD MEN.

Much conjecture has been indulged in as to the conditions of the proposed compromise between the Baltimore and Ohio and the Pennsylvania Railroad Companies. The representatives of these companies have been very reticent as to the results of the negotiations, and in the absence of facts those interested in the controversy have taken to rumor. Some persons assert that the rates of freight are to be uniform, as agreed upon before the war, but pro-rated per ton per mile. This would give an advantage on the score of distance to the Baltimore and Ohio road, on South-Western freight, and to the New-York and Pennsylvania roads on the North-Western freight. To all competing points the tariff is to be uniform, and pro-rated per mile. The Baltimore and Ohio business, it is asserted, is to have the same and equal freight and mileage over the Canada and Annapolis road as is extended by that road to other connecting roads. It is agreed upon that if any disputes or differences arise hereafter between the Pennsylvania and Baltimore and Ohio roads, the same shall be referred to committees, to be chosen by the respective Boards of Directors, for arbitration, before any hostile acts shall take place, or any existing arrangements be broken.

Again it is stated that the Erie Railroad Company is dissatisfied with the discrimination which has been exercised against New-York and in favor of Baltimore, Philadelphia and other cities, and that in the proposed adjustment of rates it will insist on the same treatment for its traffic. Old railroad men say that under the old schedules of rates it was often cheaper to land grain in Liverpool by way of Baltimore than it was to lay the same in New-York from Chicago. President Jewett of the Erie will probably have something to say on the proposed schedule of rates. Some railroad men think that the directors of the Baltimore, Ohio and Pennsylvania companies will not confirm the action of their executive officers.

Mr. Jewett, the receiver of Erie, declares that he does not know the details of the agreement between the representatives of the two roads, as he was not present at the conference—the Erie Railroad Company not having been a party to the dispute which the conference was intended to settle. He however had reason to believe that the directors of the two companies would confirm the action of their executive officers, should harmony be restored between these two companies it would have no effect on his intended policy, as he had resolved, if only supported by the citizens of New-York, to fight out the matter of placing this port on an equal footing with other cities, and that the Erie was of the opinion that the mercantile community of this city had influence enough upon the officers of the City Government to induce the latter to remove any onerous burden of taxation on commerce, especially when it could be shown that its removal would increase that commerce and greatly benefit the city. As for the opposition of the two railroads which were represented in the conference, he had already expected that and if the Erie was not satisfied with the conference, he would not increase or lessen the opposition which the cities of Baltimore and Philadelphia would manifest in the matter. He was ready to meet all that when the proper time came.

William H. Vanderbilt, the Vice-President of the New-York Central, was also present at the conference, and he was nothing more about the conference between the representatives of the Baltimore and Ohio and Pennsylvania Railroads than he had said at the conference. He was not present at the New-York Central was not concerned in the dispute, as he had looked upon it as a personal trouble between Col. Scott and President Garrett—each of the companies had been consulted with the management of the roads. It made very little difference to the New-York Central what the result of the conference was. He did not see how the settlement of the dispute would advance the rates on freight. There was very little to be gained, and he was sure that it was impossible to get that. We thus continue to be in the case it would be madness on the part of the railroads to raise the rates of freight, and the little business they now run the risk of losing even the little business they now have.

The freight agents along Broadway were divided in their opinion as to the result of the conference. Some were in favor of a permanent agreement between the two roads. It was believed by many of them that the settlement of the dispute would be a great benefit to the country, and that the Erie, as all the roads had contracts running to October for the carrying of freight on the basis of 30 cents per ton per mile, and that the Erie was not in existence, the rates might be nominally raised, but the great bulk of the freight would have to be carried at that rate. It was also stated that the Erie was not in existence, the rates might be nominally raised, but the great bulk of the freight would have to be carried at that rate. It was also stated that the Erie was not in existence, the rates might be nominally raised, but the great bulk of the freight would have to be carried at that rate.

CHICAGO AND NORTH-WESTERN BONDS. PROPOSED ISSUE OF \$10,000,000 CONVERTIBLE BONDS BY THE CHICAGO AND NORTH-WESTERN RAILROAD.

Considerable surprise was manifested in Wall-st, on Saturday, when it was stated that at the annual meeting of the stockholders of the Chicago and North-Western Railroad Company the directors were authorized to issue \$10,000,000 of bonds convertible into common stock, if they deemed such a proceeding advantageous and not restrained by law. The effect of this was to cause the gold bonds of that Company to decline from \$15 to \$9, amid considerable apprehension on the part of the holders.

A THROUGH LINE FROM ST. LOUIS WEST. The annual election of the Milwaukee and St. Paul Railroad was held on Saturday at Milwaukee, and resulted in the complete success of the Mitchell ticket, and the installation of the following Board of Directors: Alexander Mitchell, John Plankington, and Joseph G. Thorpe of Madison; Jonathan M. Bowman of Killebuck City, Peter G. Gales of Chicago, Seth Chamberlain of Cleveland; David Davis, James Buell, Walter B. Gurnee, Elias L. Brady, John Edwards and John M. The Erie was not in existence, the rates might be nominally raised, but the great bulk of the freight would have to be carried at that rate.

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