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ANGLO-AMERICAN TOPICS.

OBSERVATIONS OF A TOURIST.

THE DRAWBACKS OF THE CUNARD STEAMERS—RAPID TRAVELING TO PARIS ATTEMPTED—EXTENSIVE FRAUD BY A LONDON TRADESMAN—A GREAT BICYCLE FEAT.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

LONDON, Nov. 2.—A letter has been shown me from an Englishman of distinction who has lately visited the United States, containing one or two interesting remarks, which I have leave to quote. He had been about a month in the country when he writes:

If you were to ask me what has struck me most since I came I should say:

First: That down to the present date we have not in our travels been asked for alms by man, woman, or child.

Second: That we have not yet seen a soldier.

Third: The total absence of book advertisements in many American papers of large circulation.

Fourth: The very inferior literary character of many newspapers of good standing and repute.

The last is very painful, and one wonders where he can have been traveling. But since he does not include all newspapers in his censure, no particular paper is bound to suppose itself marked out for condemnation. A passage from the same letter about the Cunarders is instructive.

Whatever may be the merit of the Cunard line as a medium of safe transit, I confess to preferring the risk of an earlier arrival in Heaven by taking some other line which does something for the comfort of passengers. The French, Austrian, Italian, German, Greek, and Turkish steamers I have sailed in during the last twelve months were all better found as respects the comfort of passengers than the heavily subsidized Cunard line. With some 500 souls on board the Abyssinia (one of their newer ships), neither a hot nor a cold bath was obtainable.

Remarks of this kind are getting yearly more frequent, and every year more people are finding out that the Cunard ships are the least comfortable of those which cross the Atlantic. There is reason to believe that the heavy subsidy now paid them by the British Government will be discontinued at the expiration of the existing contract. They may then find it worth while to popularize their line by some slight attention to the wants of passengers, or even by occasional civility.

The partial success of the Castalia, and the possible success of the Channel Tunnel—(20 years hence)—and the discontent of the public, and the rivalry of competing lines, have accomplished the incredible result of diminishing the time between London and Paris nearly 30 minutes—nominally. It is on what is called the tidal route, by way of Folkestone and Boulogne, that this has been attempted. I happened to cross by that route on the first day when this great feat was to be done. We left London at 9 a. m. and were timed to reach Paris at 6:30 p. m.—nine hours and a half. I can certify that we actually arrived at 7:45—ten hours and three-quarters instead of nine and a half. There was no particular reason for the delay, except that we dawdled all the way. At Folkestone the Company appears to eke out its dividends by making its passenger steamers do duty as tugs. We waited some time in port after everything was on board, and presently discovered we were waiting to get a hawser from a brig astern. When we got it, the towing process delayed us ten minutes more. At the entrance to Boulogne, after a slow passage, we spent 20 minutes skirmishing with a fleet of fishing boats just coming out of the narrow entrance. Once on shore, we waited half an hour for lunch; the restaurant keeper at the station having no doubt a contract with the Company that lunch shall not be hurried. At Etaples the engine broke down. At Amiens another 20 minutes for another lunch, at the most extortionate railway buffet in all France. From Boulogne to Paris, moderate speed all the way, and no effort to make up lost time. The rule is that if you are late at one end you will be later at the other. Nobody is in a hurry except the passengers, and they are of no consequence. It is certain that with reasonable expedition, and with stern suppression of unreasonable delays, the journey from London to Paris could be done in eight hours. Some generations hence, it will be. Meantime, one improvement to be grateful for; borrowed, I need hardly say, from America. The baggage is now loaded in crates at London, and the crates are transhipped bodily at Folkestone to the steamer—which is bad for the trunkmakers. I don't know how long it may be since this reform was effected, but I saw it for the first time this week.

A singular variety of fraud in commercial life has been disclosed by the failure of Mr. Augustus Ahlborn, a London dry goods dealer. Many Americans will remember his shop in Regent-st., with its gorgeously dressed dummies in the windows and its pretentious air. He advertised largely in the London papers, and was supposed to be doing a large business. The other day he failed. A meeting of his creditors was held yesterday, at which a statement was presented, showing his debts to be over a million dollars, with nominal assets something less than half that sum. There is nothing very remarkable in that, but there is something behind it. It appears that this enterprising tradesman kept two sets of books—one genuine and one purely fictitious. In the latter set appear book debts due to him to the amount of about $1,340,000, not one of which is real. They represent goods which either never existed at all, or were not sold to the persons to whom they are charged. They seem, it is stated, to have been parted with in the most questionable way to the most questionable characters, and then entered in the books to persons of credit and position in the highest classes of society, who never bought them. On the strength of these debts, and of the business they were supposed to represent, it is conjectured that Ahlborn built up his credit and bought largely, and none of the wholesale people with whom he dealt had any suspicion of fraud. Yet a number of persons must have been parties to it, for a large set of books cannot be kept without somebody to keep them. It is not stated what has become of Ahlborn. Possibly he will try New-York next.

The swimmers are not to have all the glory to themselves. Capt. Webb's success roused a host of imitators at a most respectful distance, and athletic sports in general profit by the excitement. The last considerable feat done is on a bicycle—not in the water, of course. A man named Stanton undertook to cover 650 miles on a bicycle in seven days, and he has done it, with an hour to spare at the end. This seems rather close work, and I don't know whether Mr. Lowe, who is a distinguished amateur, would or would not consider the performance extraordinary. But it has attracted some attention in what is called the bicycling world, and Mr. Stanton is its hero for the hour, for want of a better. The new machines are huge affairs in size yet very light, and the speed attained is from 13 to 15 miles an hour. But at present, most people prefer horses, or even to go afoot.

Mr. Joseph Jefferson appeared in London at the Princess's Theater on Monday evening. It is ten years since he has been seen here, but if it had been twice that, the memory of his Rip Van Winkle would still have been green in the minds of London playgoers. Anything like a fresh estimate of a performance so well known and so long admired in America would be out of place. I need only record the enthusiasm with which Mr. Jefferson was greeted after his too long absence. "A performance," says *The Daily Telegraph*, "so studied, so beautiful, so varied, and so remarkable as this may well form the subject of special and more extended comment, and for the present we content ourselves with recording a complete and gratifying success. Mr. Jefferson certainly never played better in this country."

There is talk of Mr. Bernal Osborne standing for Mid Surrey in place of Mr. Disraeli's Attorney-General, Sir Richard Bagallay, who has just been made Judge of the Court of Appeal. The House would be glad to have Mr. Osborne back—so would everybody who has to hear or read its debates, which are only too often dull, and which Mr. Osborne often enlivened. He would bring back to the House, also, something of that Parliamentary experience which counts for so much on critical occasions, when contained in a cool head and combined with a little cynical wisdom. Mr. Osborne might have saved the House from some of its strange blunders of last session in dealing with the Press. In looking back on them at this day, it is astonishing to reflect that Mr. Disraeli allowed such a man as Mr. Charles Lewis—a clever attorney and nothing more—to lead him and it into such a slough. It is to be noted that almost the only new man who gained much reputation during that last dismal session, was he who stood out against the silly despotism the Prime Minister tried to set up, Mr. Sullivan—the same man who spoke as friend to Mr. Plimsoll in the storm which rose on one memorable occasion. Sir Richard Bagallay, it is worth remarking, throws up the Attorney-Generalship and his private practice and political life, all together, simply because he cannot live the pace. He said frankly, in his parting speech to his constituents, that he retired to the bench for rest and an easy life; easy by comparison with the intolerable activity of his former life. He has been 35 years at the bar; for many years very near the head of it, and latterly with a practice supposed to be worth $100,000 a year, which some New-York lawyers may not think very large.

G. W. S.

WASHINGTON.

THE BLACK HILLS.

USE OF THE IRON HAND TOWARD THE SIOUX RECOMMENDED—SOME GOOD POINTS IN THE COMMISSION'S REPORT.

WASHINGTON, Nov. 18.—Gen. A. G. Lawrence of Rhode Island and A. H. Ashby of Nebraska have arrived in Washington and presented to the Secretary of the Interior the report of the Commission to negotiate with the Sioux in reference to the Black Hills country. The following interesting points in the report have not hitherto been telegraphed: It appears that the Commissioners were instructed particularly to impress upon the Sioux the fact that they are dependent upon the annual charity of Congress for the necessaries of life, while at the same time the Indians were to be made to understand that the Government did not wish to take from them any of their property or rights without returning a fair equivalent. Acting under these general instructions, the Commissioners submitted to the Indian Council the following alternative propositions:

First: That the United States should purchase a license to mine, and also, as incidental thereto, to grow stock and cultivate the soil, in the Black Hills country, for $400,000 per annum, three-fourths to be expended for their subsistence, and the remainder for objects beneficial for their civilization, the Government reserving the right to terminate the agreement on two years' notice; or,

Second: That the United States should pay them $6,000,000, in 15 annual installments, to be applied for their subsistence and civilization.

Accompanying these offers was also a proposition to purchase the Big Horn country, in Wyoming Territory, for $500,000, payable $50,000 per year in live stock and agricultural implements.

All these propositions were summarily rejected by the Indians, because, as Spotted Tail pointed out, the Commissioners proposed giving them for their property less than one-half the amount of money that they are now receiving in the shape of supplies annually as a gratuity. The Commissioners therefore say that these Indians must be made to feel the power as well as the magnanimity of the Government. They are unanimously of the opinion that Congress should, by law, settle for itself, what shall be done, and then notify the Sioux nation of its conclusions. If they do not assent, the Government should withhold all supplies not required by the treaty of 1868. They never can be civilized, except by a mild experience, at least, of force, in the beginning. This generation will not voluntarily sustain themselves, and the Government has only the alternative of perpetually supporting them as idlers and vagabonds, or using such power as may be necessary to enforce education in English, in manual labor or other industrial pursuits upon the youths of the tribe, and thus prepare the coming generation to support themselves, and finally become citizens of the United States.

The Commissioners intimate that the Government need not concern itself too strictly to keep white men out of the Black Hills unless the Indians themselves keep good faith in respect to keeping the peace and remaining on their reservations. In a supplementary paper submitted with the report Gen. Lawrence shows that these Indians, so far from dying out, are steadily increasing in number.

NAVAL FRAUDS IN BROOKLYN.

SOMEBODY TAMPERS WITH THE PAY-ROLLS—AND PLUNDERS THE GOVERNMENT FOR THREE YEARS.

[FROM A REGULAR CORRESPONDENT OF THE TRIBUNE.]

WASHINGTON, Nov. 18.—Some time ago serious accusations were made against Civil Surveyor Stratton of the Brooklyn Navy-Yard, to the effect that the pay-rolls of his department had been falsely made out since 1872, so that workmen were charged on the rolls as receiving $3 per day, when in reality they received only $2, the other dollar being pocketed by somebody having authority over the men. Admiral Rowan appointed a Board of Inquiry to investigate the charges, and the report has just been received by Secretary Robeson. The substance of the report and documents is that a quarrel arose between Mr. Stratton and his chief clerk, and that the accusations against the former were the result of this quarrel. The report, however, shows that Mr. Stratton's pay-rolls had been tampered with; that for a period of a year the frauds alleged had been committed, and that the workmen had not been paid the amount shown by the rolls. It was not shown that Mr. Stratton was guilty of the fraud, but he was responsible for the accuracy of his payments. The Secretary has directed Admiral Rowan to see that the Board of Inquiry is not dissolved until the responsibility is determined and the guilty persons found.

CURRENT TOPICS AT THE CAPITAL.

AN EARLY TRIAL FOR KING.

WASHINGTON, Thursday, Nov. 18, 1875.

To-day Mr. Riddle, in the Criminal Court, called attention to the case of W. S. King, indicted for perjury in connection with the Pacific Mail subsidy. He stated that early in the term the case had been continued in consequence of Col. Irwin's being in Europe. Mr. Irwin is now in this country, he said, and his attendance can be secured, and Mr. King is anxious for a speedy trial. District-Attorney Wells said that having learned, a few weeks ago, of the arrival of Col. Irwin, he began preparations for the trial, and has little doubt that he can give him an early trial. The Court suggested that the case be set for the first day of the December term. Mr. Riddle said that Gen. Butler is associated with him, and he did not know that the General would be able to get here until the 1st of December. The case then went over, with the understanding that the District-Attorney would fix a day as soon as it is ascertained when Gen. Butler will be here. A similar charge against the Hon. John G. Schumaker, in connection with the Pacific Mail subsidy, was before a former Grand Jury, but no action was taken because of the absence of Col. Irwin.

PUBLIC BUSINESS RETARDED BY A REMOVAL.

Persons having business with the Patent Office complain that the work of that Bureau has already begun to drag since the removal of Chief Clerk Grinnell. No one who was ever connected with the office has been as familiar with its almost endless details as he. It was almost impossible to name a case or a record upon which he could not put his hand in an instant, and he was thus enabled not only to dispatch business very rapidly himself, but to render most valuable aid to the Commissioner. With a new Commissioner and a new Chief Clerk, neither of whom is familiar with the details of the office, the work must for a time go slowly. Mr. Duell will at present be obliged to give so much of his time to routine matters that he will be able to hear very few applications that are appealed, although this should be his chief duty. It is reported on excellent authority that, although Secretary Chandler's letter to Mr. Grinnell, announcing his dismissal, stated that he was removed at the request of the Commissioner of Patents, Mr. Duell was, in fact, opposed to the change, and protested against it.

BIDS FOR THE MAIL-BAG CONTRACT.

Bids were opened at the Post-Office Department to-day, for supplying all the mail-bags that may be needed during the next four years. J. C. Feltman of Albany, N. Y., and John Lighthouse of Rochester, N. Y., were the lowest two bidders, their proposals ranging respectively from $6 50 to $2 70 and from $7 85 to $2 69 for the various classes of bags required. On the basis of the relative proportion used during the past four years, Feltman's bid will aggregate $146,755, and Lighthouse's $150,637. The award will be made hereafter. There were 22 bidders and a lively competition, at prices less than those of last year, although the samples prescribed by the Government are of improved quality.

WHY MR. NEW'S SALARY IS TOO SMALL.

There is the best authority for denying the statement that Treasurer New had caused an assessment to be made upon the clerks in his office for the purpose of covering the losses resulting from recent abstractions there. The truth is that the $3,000 which were stolen from the Government since Mr. New's administration ($1,000 at one time and $2,000 at a later period) were paid into the Treasury again very soon after the respective losses were reported, by Mr. New himself, out of his private resources, and there has never been any intimation of the Treasurer proceeding in a different manner to secure the the losses thus occasioned. It may be stated that, at the present time, the arrangements in the Treasurer's office to guard against losses by stealing or otherwise are as perfect as possible. Notwithstanding the Government has not been the sufferer by the theft above alluded to, no efforts are being spared to discover the guilty persons with a view to their arrest and punishment.

A STEAMBOAT BURNED.

DESTRUCTION OF THE D. R. MARTIN.

A FIRE DISCOVERED ON THE OPPOSITION STATEN ISLAND FERRY-BOAT—THE BOAT RUN ASHORE AND THE PASSENGERS LANDED IN SMALL BOATS—AN EXPLOSION, AND TWO MEN SLIGHTLY INJURED—THE HULL ONLY SAVED—LOSS ABOUT $50,000.

As the Staten Island ferryboat D. R. Martin, belonging to what is known as the Garner line, was making the 3 p. m. trip from New-York, yesterday, it was discovered to be on fire, when near Robin's Reef lighthouse. Smokes and flames were first seen issuing from the after gangway. The alarm was at once given, and the boat headed for the Staten Island shore. The fire, fortunately, did not make very rapid headway, and all the passengers and crew were safely landed near Berger's Dock, between Tompkinsville and Stapleton, in small boats.

Capt. S. Sofield, in conversation with a reporter of THE TRIBUNE last evening, stated that he had just taken charge of the boat for the remainder of the day, that being his first trip down. "Everything worked as usual," he said, "until we were between Robin's Reef Light and the Island, when I saw some ladies rush out of the cabin in great haste. They shouted to me, in the pilot-house, that the boat was on fire. At first I thought I would not change the course of the vessel, but run her in as quickly as possible at our own dock at Stapleton. When we had arrived about opposite Quarantine, the engineer called out that he thought we had better make for the shore, and at once I steered the boat in that direction. Some one said the shore was rocky, and I was at a loss to know where to land, when I noticed several small boats near the shore a short distance below the Tompkinsville landing, and concluded to risk a landing there. As soon as the boat was turned in the right direction the steering gear on the port side burned off, and I thus lost all control. Fortunately we were going in the right direction, and all we had to do was to keep up the steam. By easing up before we struck the shore, the hull was not at all injured. All the small boats in the neighborhood at once came to the assistance of the passengers and took them ashore. There were about 40 passengers aboard, two-thirds of whom were ladies, but throughout the whole time they manifested the greatest coolness.

About the time we landed, Capt. Sofield continued, the engineer was driven from his room and the fire was making considerable headway. Soon after, the tug boats Tibo and No. 9 (the Wascott) came alongside and afterwards the tug John Fuller, the latter of which carries a full length of hose. These began at once to play upon the burning boat with all the hose they had at command, but it was fully two hours before they succeeded in getting the fire under control. When the fire had been raging about an hour, at the suggestion of the engineer, I left the D. R. Martin and went aboard the Tibo, and not long after the steam flue, leading to the smoke-stack, where the dry steam of the boiler is held, gave way, tearing off the top of this portion of the boiler and carrying away the wash-room. A short time after we landed I sent a small-boat round to the after part of the vessel, where the fire was the greatest, to see if there were any persons left on that end. They found six, and took them ashore. Fearing there might be still others there, I sent another boat on the same errand, and while they were crossing near the vessel, the explosion took place. They were somewhat burned in the face, and their boat turned over, but they were picked up immediately and cared for. There was no one on board the boat at the time of the explosion. The vessel was burned clean to the hull, but this, as far as I am able to learn, is not injured. No one has yet been able to go aboard on account of the smoke and steam, but the damage will amount probably to about $50,000, two-thirds of the total value.

The D. R. Martin was built about 12 years ago for the Keyport Company of New-Jersey. E. Elsworth, President of the Ocean National Bank, bought it and ran an opposition line for two years, when the boat was bought back by the Keyport Company and sent to the James River, where it remained awhile in the transport service, after which it was brought back and placed in the East River. On May 20, 1875, it was put on the present line as an opposition boat to the old line, the only one run to this side of the island. Before this, however, it was placed on the dry docks and thoroughly overhauled, and a new saloon on the upper deck added. Its length is 210 feet, with beam 29 feet, and drawing about 8 feet of water.

There is no doubt, Capt. Sofield stated, that the fire began in the kitchen, but no one knows its origin. "A man may have his own opinion," he said, "in regard to the matter, but I decline to express any, as we don't know anything about it." The kitchen is on the port side, after the shaft and in one the corner of the cabin dining-room down stairs. The fire came up from this part of the vessel. The captain says that if he had not lost all control by the breaking of the gearing he believes he could have taken the boat back to New-York with the direction the wind was then blowing. It was a very fast boat, having made the trip from Pier No. 8 North River to Stapleton and return in 43 minutes. The captain remained on the upper deck until the smoke drove him away; when he came down the fire was just beginning to issue through the forward doors. There was no freight on board and no coal oil, nor other highly inflammable material. The boat is lighted by refined oil. There was nothing saved. The steward, Isaac D. Henderson, lost all his clothing, worth about $150, and $70 in money, everything he had, even to his hat and boots. He was asleep in the dining-room when he was awakened, after being almost suffocated by the smoke. The clerk, Francis Smith, also lost about $40.

It was reported on Staten Island last evening that a strange man had been seen to go aboard the vessel at Pier No. 8 North River, just before it started on the last trip, leaving before the boat started. The captain declined to say anything more about it than that he had heard such a report. The hull, it was thought, will be towed to some dock during the night, and it was also stated that an effort was being made to put another boat on the line in its place this morning. The two men in the boat that was capsized were not seriously hurt, the only injury being some slight scalds from the steam upon the faces, and slight bruises on the head and breast from flying timbers. It was stated that the vessel was insured, but the amount could not be ascertained, as the policies were obtained by the Treasurer, Mr. Pendleton.

STORY OF AN EYE-WITNESS.

When the D. R. Martin was first sighted by those on the island smoke was observed issuing from her upper works, and the report quickly spread that she was burning. The words "Fire!" and "D. R. Martin!" were enough to bring to the shore all those who would not have been drawn thither by the novel sight of the burning of any other vessel. There was a crowd on the Club-house dock at Stapleton, awaiting the departure of the other boat to New-York, and the whole street along the bluff soon became packed with people, who, without exception, were loud in their expressions of sympathy for the steamboat and her passengers, and who passed many words of admiration for the way the boat appeared to be handled by her officers after the fire was discovered. An eye-witness describes the scene as one of thrilling interest, even after it was known that all the people were safe. The steamer lay with her bow on the shore, slowly burning to the water's edge. Beside her was a tug ready to do anything possible to save sight of the wreck, and filled with curious people. Nearer yet a small boat with three men was moving slowly about. Meanwhile the fire engines had approached, and were playing from the shore. Suddenly there was a heavy sound and an uplift of water as though a volcano had burst through the bottom, in the funnel of which everything was for a moment hidden, and few hoped that the tug and skiff would remain unscathed, and as the water and steam cleared away, the tug was seen to be unharmed, and a general exclamation of relief was heard, but the skiff contained apparently but one man, who was calling for help. The tug went to its assistance, and the other two men soon rose from the bottom of the boat, where they had been thrown, stunned and somewhat scalded by the explosion. The explosion seemed to come from beneath the water, and, as the upper works of the steamer had before that burned away, only the water itself was cast up by the explosion. With the explosion ended the fire.

SPAIN AND AMERICA.

REAL CHARACTER OF THE SPANISH REPLY.

THE TEXT NOT RECEIVED—THE TONE AMICABLE AND SATISFACTORY—THE CUBAN BOND RING—SECRECY MAINTAINED AT THE WAR DEPARTMENT—FIVE IRON-CLADS ORDERED TO NORFOLK.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Nov. 18.—The text of the diplomatic note Minister Cushing recently presented to the Spanish Government in relation to the treaty of 1795, and the observance of its provisions in Cuba, has not yet been received at the State Department, so that all pretended abstracts of its contents or reviews of its arguments which have been sent from Washington are, to say the least, inaccurate. It is true that Secretary Fish has received from Minister Cushing a dispatch announcing the receipt of the Spanish reply, and describing it as "amicable and satisfactory;" but it is not true that Mr. Cushing has telegraphed the State Department that Spain in her note maintains the right of using courts-martial to try offenders against her laws when such offenders are American citizens, or "makes the concession," which would not be a concession at all, as it is provided for in the treaty of 1795 that American citizens tried in Spanish courts may have their advocates or attorneys and produce witnesses in their own behalf. Spain has not maintained this as right, and has not therefore cited in support of her position on this point the example of the United States subsequent to the war of the rebellion, nor that of France after the triumph of the Republic over the Paris Commune. The simple truth is, that almost ever since he arrived in Spain, Minister Cushing has been negotiating with the Spanish Government in relation to the strict observance of the treaty of 1795, and the interpretation of certain sections of it, keeping in view all the time the desire of our Government to secure a modification of that treaty, should it be possible, so as to make it conform more nearly with those which have subsequently been negotiated with other European countries. It cannot be learned that any threats have been made on either side, nor has anything serious occurred to endanger the friendly relations between the two countries.

As is well known, there is in this country a ring of speculators in Cuban bonds, having its headquarters in Washington, and the members of this ring seize upon every little incident that can be made a pretense for creating excitement on the Cuban question, from which they hope to reap a golden harvest. The report of pending negotiations between the two countries has given them their latest opportunity and they have been making the most of it. Their organ in this city in its issue of this morning was full of detached editorial quotations from Secretary Fish's letter of instruction to Minister Cushing, published a year ago and now reprinted in a form intended to excite and mislead its readers. If it represented the President in this matter, as it sometimes does in others, the reader would conclude from its tone that Gen. Grant contemplated recommending the recognition of the Cuban belligerency in his forthcoming message. But that journal in this case does not speak for the President, though it may be working in the personal interest of some who are unfortunately his friends. The last Spanish note, when it becomes generally known that in its tone and substance it is amicable, and satisfactory to Minister Cushing, Secretary Fish, and the President, will probably quiet for a time these chronic Cuban agitators, although the country may expect to hear from them again the first time they can find pretense for starting their exciting stories.

The Navy Department has meanwhile surrounded its movements with greater mystery than ever. Strict orders were issued to-day by the Secretary of the Navy, forbidding the publication of the assignments of the orders of any officer, and special injunctions were laid upon all persons connected with that Department from disclosing any information concerning naval movements or naval orders. Some of the more important preparatory orders were yesterday countermanded, but the orders made to-day indicate that part at least of what seems to have been the original programmes is to be carried out. Five of the best iron-clads in the service have been ordered to assemble at Norfolk. These five vessels are all to be supplied with a full complement of experienced officers, and made ready, it is supposed, for any emergency. These five iron-clads are the Catskill, Lehigh, Montauk, Nahant, and Passaic. They are all vessels of the same grade, having one turret and carrying two 15-inch guns. The necessary officers have already nearly all been assigned to the Catskill, the Lehigh and the Montauk. None of these assignments have been made public, and their publication is forbidden. The two remaining iron-clads at the rendezvous at Norfolk will, it is expected, be immediately supplied with officers. These are five of the twelve iron-clads which are alone available, or which could be made available for active service for a long time. The other available iron-clads are the Ajax, Canonicus, Mahopac, and Saugus at New-Orleans, which are part of the squadron ordered to Cuban waters during the Virginius excitement; the Comanche and Monadnock at Mare Island on the Pacific Coast, the Dictator at Hilton Head, and the Roanoke at New-York, which is three-turreted, and available only for harbor defense. There are 51 iron-clad vessels on the roster; but of the entire list only the 12 above named are immediately available for active service. The greater portion of the 53 can never again be used for sea service, although some of them can be fitted up for harbor defense.

THE SPANISH MINISTER'S ADVICES.

THE TREATY OF 1795 INTERPRETED SATISFACTORILY IN REGARD TO COURTS-MARTIAL.

[GENERAL PRESS DISPATCH.]

WASHINGTON, Nov. 18.—The Spanish Minister to-day was officially advised from Madrid that his Government has conceded that in future American citizens on trial before a court-martial in Cuba shall have the privilege of selecting counsel for defense. The treaty of 1795, in the opinion of the Spanish Government, was not sufficiently definite to meet the cases of courts-martial in the event of war or insurrection in the island, but the present arrangement settles the question in accordance with the desire expressed in a friendly note addressed by Secretary Fish to the Spanish Government, and disposes of exaggerated reports on this subject. The frequent changes in the Spanish Government since the commencement of the rebellion have in part delayed the settlement of the question until the present time.

THE CUBANS EXCITED.

DEFIANT TONE OF THE GOVERNMENT ORGAN—VALMASEDA EXPECTED TO GO TO THE FIELD.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

HAVANA, Nov. 11.—Minister Cushing's note is seriously occupying the public mind, and the daily papers devote several columns every day to this subject and condemn in scathing words the course of the American Government, which, they declare, has no right to interfere in Cuban or Sanish affairs. The *Diario de la Marina* says every one who has observed the course of events, must have noticed that whenever the Spanish Government sends reënforcements to Cuba, or the Cuban emigrants find themseives without resources, a diplomatic question always arises between the Governments in Madrid and Washington. This might be accidental, but it feels that it is the work of some one who tries to give moral sugport to those who in Cuba and out of Cuba endeavor to deprive Spain of the possessions that remain to her in the New World. Regarding the claims or indemnification demanded for the families of the Americans shot in Cuba, it says they are absurd; that the United States is to blame for having allowed its citizens to go to Cuba; that the President, by issuing a proclamation forbidding them to leave, might have saved them from the fate they richly deserved. It holds that every one who lands on Cuban soil is bound to obey the laws. If the resident American citizens on the island are not satisfied with the laws, which are especially adapted to the peculiar circumstances of the island, they can go away, as they are not needed here. This, it adds, will obviate the trouble regarding the interpretation of the treaty between Spain and the United States, and the traitorous schemes prepared to frighten the former.

A meeting held recently in the Casino Español was very animated. The members became so excited debating the affairs of the nation that they nearly came to blows, and very harsh language was used by one to another. They all demand that Valmaseda shall go to the field, and the majority are displeased that Rodriguez Rubi should be sent here to arrange the financial affairr of the island, and should be paid such an exorbitant salary, for he is to receive $30,000 in gold a year. The Casino Español would prefer to have Suarez Viga arrange the financial affairs of the island.

The Borbon princes, Francesco Maria de Borbon and Alberto Maria de Borbon, sons of the late Infante Don Enrique, are still in Havana, and are the "lions" of the day. They were in Don Carlos's army, but afterward went over to Alphonso XII., who has given them the same rank in the royal army that they had previously held in the other. It is said they are to be sent to the field, but at present they are enjoying themselves in Havana, seeing the sights of the city. A subscription has been made up for them in Marianas, and they no reside there, their expenses being paid by the Ayuntamiento. A banquet was given to them at the Hotel Inglaterra on Tuesday evening.

DON CARLOS REBUKED.

MADRID, Nov. 18.—Gen. Quesada has been commanded by a royal order to henceforth receive no communication from Don Carlos except an announcement of the unconditional submission of himself and his partisans.

THE CUBAN RING'S LOST OPPORTUNITY.

Ex-Senator Schurz, in The Westliche Post, Nov. 8.

There is probably no serious danger of war, at least not this Autumn. If Grant ever thought to secure power through such external diversion, he has suffered his opportunity to pass by without profiting by it. Not now, but last Spring, soon after the adjournment of Congress, was the favorable moment. If a rupture with Spain had then taken place, the Government by provoking measures might have so compromised the country that active hostility would have been unavoidable. Certainly war could not have been formally declared without the consent of Congress, but the Government had it in its power to become so deeply involved that even an unwilling Congress would have been obliged to declare war as the only alternative. But matters have a different appearance now. We are on the eve of the opening of Congress. The House of Representatives will be controlled by a majority hostile to the Administration. Even the Republicans in the Senate will, with perhaps very few exception, not be inclined to support the Administration in such a hazardous game. At present, and under the immediate supervision of Congress, it would be impossible to bring about such complications, especially as the Administration is regarded with distrust. But even last Spring the carrying out of such a plan would have been attended with serious difficulties, we are convinced that an obstinate opposition would have arisen in the Cabinet itself. They mistake who believe that the entire Cabinet favor a third term. Probably not more than two members would consent to imperil the peace of the country for such an object, and the forcing of such a policy would undoubtedly have led to the breaking up of the Cabinet. We do not assume to say that the hope of a foreign war is cherished in the Grant family councils, but if such a thought ever was entertained the opportunity has passed, and Congress will take care that peace is preserved.

TWO MONITORS BEING EQUIPPED.

NORFOLK, Nov. 18.—Considerable activity prevails at the Gosport Navy-Yard. Orders have been received from Washington to thoroughly fit out the monitors Lehigh and Montauk with all possible dispatch.

GENERAL FOREIGN NEWS.

THE FRENCH PRESS BILL.

PARIS, Thursday, Nov. 18, 1875.

The Bureaus of the Assembly to-day elected the Committee to consider the Press bill. Eleven members of the Committee belong to the Opposition, and only four are in favor of the bill. It is believed that the measure, which is not a Cabinet question, will be abandoned. The Assembly has adjourned until Monday.

THE WAR IN TURKEY.

LONDON, Thursday, Nov. 18, 1875.

No news of the battle at Gatschko has been received by the Sublime Porte.

At Vienna, however, the insurgent victory is fully confirmed.

CONSTANTINOPLE, Thursday, Nov. 18, 1875.

A telegraphic dispatch from Serva Pasha fully confirms the previous reports of the defeat and loss sustained by the insurgents at Piva.

LONDON, Friday, Nov. 19—5:30 a. m.

A special dispatch to *The Times*, from Cettinje, says the Turks are assembling all their disposable forces in Bosnia and Herzegovina for another effort to revictual Goransko, the previous attempt having resulted in their defeat at Gatschko. The Turks have already concentrated for the purpose a force of 15,000 men, while the insurgents have received reënforcements to the number of 6,000.

CONSPIRACY AT RANGOON, BURMAH.

RANGOON, Thursday, Nov. 18, 1875.

A conspiracy to seize the arsenal and to burn the town of Rangoon has been discovered by the authorities. A great many Burmese have been arrested on suspicion of complicity in the affair.

THE GERMAN CHURCH LAWS.

LONDON, Thursday, Nov. 18, 1875.

The Pall Mall Gazette has a special Berlin telegram this afternoon stating that the Prussian Government is preparing proceedings before the Ecclesiastical Court against the Archbishop of Cologne and the Bishop of Treves. The object is to depose them.

LONDON, Nov. 19.—A Berlin dispatch to *The Morning Post* says over 100 parishes and 9 canons of Rhineland have given notification of their submission to the Ecclesiastical Laws.

COUNT VON ARNIM'S DEFENSE.

LONDON, Friday, Nov. 19—6 a. m.

Count von Arnim writes to *The Times* indignantly denying the charge of Bismarck that he thwarted the latter's policy by means of private influence with and communications to the Emperor and Empress.

THE BRITISH FLOODS.

LONDON, Friday, Nov. 19—4 a. m.

The Morning Echo announces that on account of the recent floods the sanitary authorities have declared a district of Bristol, with a population of 6,000 souls, unfit for habitation until mid-summer. Thousands of acres in the Valley of the Trent will probably remain under water throughout the Winter.

FOREIGN NOTES.

BOMBAY, Nov. 18.—The Prince of Wales and party have started for Baroda.

LONDON, Nov. 18.—The failure of the Manila branch of the house of Russell, Sturges & Co. is reported here.

LONDON, Nov. 18.—In consequence of the interruption to the cable between Madras and Penang, there is no further intelligence from Perak.

LONDON, Nov. 18.—The appointments of Sir John Holker and Hardinge Stanley Gifford to the Attorney and Solicitor-Generalship respectively, noted yesterday, is now denied.

HAVANA, Nov. 18.—Five men sentenced to be shot this morning have been pardoned by the Captain-General, at the intercession of Señor Rubi, the Royal Commissioner, and several ladies.

LONDON, Nov. 18.—This morning's *Echo* announces that the crew of the ship Agamemnon has been picked up and brought to Liverpool. [Probably the British ship Agamemnon, Martin, at Quebec, Oct. 4, for Greenock.—*Ed.*]

MONTREAL, Nov. 18.—The excitement over the Guibord burial has completely died out. A body of police is still guarding the grave, but no disturbance of any kind has been attempted.

ST. LOUIS WHISKY TRIALS.

TWO CELEBRITIES EXPOSED.

GROSVENOR'S AND HUTCHINS'S RELATIONS WITH THE RING—THE SIXTH WARD CAMPAIGN FUND—M'DONALD'S VIRTUOUS INDIGNATION ON PAPER.

[BY TELEGRAPH TO THE TRIBUNE.]

ST. LOUIS, Nov. 18.—The principal developments in the McDonald trial to-day were the indirect identification with the whisky frauds of two persons whose names heretofore have not been publicly mentioned in this connection. These were Stilson Hutchins, a local politician of rather unenviable reputation, at present editor of *The St. Louis Times*, and Wm. M. Grosvenor, formerly editor of *The St. Louis Democrat*. Regarding the former, it appears that during the campaign of 1872 a fund was raised by the Whisky Ring, called the Hutchins fund, the object of which was to aid in securing the election of that gentlemen to the Legislature. Mr. Grosvenor, it is ascertained from one of the witnesses, whose testimony on that point is given below, received $1,000 from the Ring, while editor of *The Democrat*, in consideration of discontinuing his opposition to Constantine Megrue, candidate for Mayor in 1874. Barnet H. Engelke was the first witness. He testified to having carried on a rectifying business in an illicit manner, and to having defrauded the Government out of the taxes due. He said in substance:

I paid money to Joyce, Barton, Fitzroy, and Leavenworth, to stop further interference of the officers; also paid money to the Hutchins, or Sixth Ward fund, just before the election in 1872; Leavenworth told me that in '71, the Ring men were Megrue, McDonald, Joyce, McKee, and Ford; subsequent to '72, as I learned from Leavenworth, the ring was composed of McDonald, Joyce, Everest, Fitzroy, Conoannon, McKee, Maguire, Patrick, Newcomb, and Grosvenor received $1,000 to let up on Maguire, about the time Maguire expected the nomination for the Mayoralty; the money was not "raised," but Joyce told me he paid it himself; I believe Grosvenor did let me up accordingly, as the files of *The Democrat* will show; I did not understand that Grosvenor received any more than $1,000; I have had conversations with McKee and Ford about the business; in the Fall of 1874 I talked with Mr. McKee about these matters; last Spring, just before the general seizure of distilleries, Joyce came to me and remarked, "My friend Babcock writes me that there is going to be h— to pay here."

John T. Siedenkopf was then called. He testified in effect as follows:

I had worked at Ulrici's distillery as foreman; the establishment manufactured "crooked" whisky, and paid the Ring a large portion of the tax, out of which the Government was swindled; I used to make up the packages of money each week, and left them on a desk, where I knew Everest, and subsequently McFall, would get them; we paid from $800 to $2,800 a week; whenever I did not put enough money in the weekly packages to satisfy Joyce, he called around pretty suddenly and made things rather hot for me.

Three letters, written by McDonald in the Spring of 1874 to Mr. Douglass, Commissioner of Internal Revenue, were introduced by the prosecution, they having been sent here from Washington. The letters declared that the charges, at that time prevalent concerning the perpetration of frauds on the revenue at St. Louis, were false and unfounded; that the writer, McDonald, had investigated the matter, and had been unable to detect any evidence of fraud, &c. The reading of these letters was listened to with the greatest eagerness, and the comical light in which they appeared, in contrast with the developments thus far made during the trial, kept the audience in a prolonged smile, which occasionally developed into a laugh at some unusually farcical statement. The defendant leaned his head upon his hand, but betrayed no confusion whatever in his face.

Wm. R. Jouett, a distiller, was called to the stand. He testified to having manufactured crooked whisky, and to having paid money to members of the ring for distribution.

Louis Seuscher, also a distiller, testified to substant