New-York Tribune.

VOL. XXXV.....No. 10,818. NEW-YORK, THURSDAY, DECEMBER 2, 1875. PRICE FOUR CENTS.

WASHINGTON.

THE SPEAKERSHIP.

EVERY CONGRESSMAN PLEDGED AS FAST AS HE ARRIVES—JOHN MORRISSEY OFFERS TO BET $10,000 ON MR. RANDALL—EVERYBODY CONFIDENT OF SUCCESS.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Dec. 1.—The canvass for the Speakership has increased in intensity and bitterness within the past day or two. And if it continues in the same ratio there is no telling where it will end by the time the Democratic caucus assembles on Saturday next. Messrs. Randall, Kerr, and Cox continue to hold the field, and no other candidates are mentioned. If there is any change during the past two days it is in favor of Mr. Cox. The city is fast filling with people, and the hotel vestibules are fuller than at any time for years. Each candidate has his workers, and money is so free that nobody could suppose that the country is suffering from hard times. The candidates themselves are now keeping quiet and staying at home, but their friends watch the incoming of every train, and no one arriving is allowed to rest until he is committed. Mr. Kerr's headquarters are at Willard's, while Mr. Randall remains at his house on Capitol Hill. His friends, however, have overrun the hotel, and it no longer is controled by the Kerr party.

The three candidates are all confident of an election, and of course underrate the strength of their opponents. Mr. Randall's nearest friends say that he has from 10 to 15 more votes than Mr. Kerr, and about double the strength of Mr. Cox. They say Mr. Cox will have from 30 to 40 votes. The friends of Mr. Kerr do not get so far in their calculations as to name any figures, but confine themselves to the assertion that their candidate is sure of election. From careful estimates and free conference with all parties, it seems reasonable to calculate that Mr. Cox has the balance of power, and that neither of his opponents can be elected without his aid. Whether he can control his friends to the degree of turning them over to whom he pleases is somewhat doubtful. The fact is that Mr. Kerr's poor health, which has been the source of great anxiety to himself and friends for several years, is losing him many votes, as it is feared he will be unable to perform the arduous duties of Speaker if elected.

John Morrissey is here with a few helpers, and is conducting the most vigorous fight against Mr. Kerr. He says Mr. Kerr is the representative of Tammany; that his candidacy is an attempt to engraft the infamy of that organization on the national politics, and that he will never permit it to be done if he can help it. He says that Tammany men and Tammany money are here, and it would be a disgrace to the party and country to elect a Speaker supported by that institution. While not liking Mr. Randall, he says that that gentleman will be elected, and he offers to lay a wager of $10,000 that he will be nominated on the first ballot. His dash and brag and bluff are, without doubt, having some effect on the timid, who want to be on the winning side. No indication can be given of the chances of candidates for subordinate offices, as the selection will depend largely on the strength of combinations and the choice of Speaker. A. D. Banks of Mississippi for Clerk, John G. Thompson of Ohio for Sergeant-at-Arms, and Gen. Horace Boughton of Texas for Postmaster, seem to have the advantage thus far.

SALE OF POOLS ON THE SPEAKERSHIP.

[GENERAL PRESS DISPATCH.]

WASHINGTON, Dec. 1.—At the Imperial Hotel to-night, there was a crowd to witness the selling of pools on the Speakership. The highest price bid for pools was $50. The betting ran most curiously. Randall started off as the first choice, betting even for him against the field. Kerr was then sold for $50 as first choice against the field, and finally the field sold for $50, with only $40 bid for first choice. The pool-selling is to continue during the remainder of the week, and the candidates for Clerk, Sergeant-at-arms, and Doorkeeper, will also come into the scramble hereafter. Representative Cox, who was left out by the pool-sellers, is also in the field, and has, so far as known, fifty votes to commence with, or enough to turn the scale for either of the other competitors for the Speakership. To-morrow Messrs. Randall, Kerr, and Cox will meet to select the officers of the caucus, and to make other necessary arrangements for the meeting next Saturday.

LAWRENCE, THE SILK SMUGGLER.

HE MUST FIRST BE TRIED FOR FORGERY—THE SOLICITOR'S DECISION.

WASHINGTON, Dec. 1.—Charles L. Lawrence was jointly indicted with Deputy Collector Col. Robert Des Anges for complicity in smuggling silks through the Appraiser's Office at an undervaluation. At the time of his indictment he was in Canada, where he could not be reached, the Extradition Treaty between England and the United States not embracing the crime of smuggling. Lawrence was subsequently indicted for forgery, which crime is covered by the treaty, in signing the name of F. L. Blanding and others to importers' bonds and oaths of entry. The premature publication of this indictment in a morning paper caused Lawrence to flee to Queenstown, Ireland. He was soon arrested on an extradition warrant charging him with forgery, and sent back to the United States, when United States District-Attorney Bliss proposed to try him for smuggling. His counsel, Messrs. Stoughton and Clarke, objected on the ground that, having been extradited for forgery, he must be tried for that crime or not at all. The question thus raised was referred to Attorney-General Pierrepont, but he, having acted as counsel for Lawrence, declined to consider it. It was then laid before the Solicitor of the Treasury, who has given a decision in which he says in substance that though the Government has a right to try Lawrence for any of the indictments found against him, it would, under all the circumstances, be better first to put him on trial for the crime for which he was extradited. In the event of his acquittal on the charge of forgery the Solicitor says that Lawrence must be held on the charge of smuggling, and that Mr. Bliss must apply for further instructions in the matter.

NAVAL MACHINERY.

THE YEAR'S WORK OF THE STEAM ENGINEERING BUREAU—THE LOSS ARISING FROM POOR ENGINEERS—VALUE OF COMPOUND ENGINES PROVED.

WASHINGTON, Dec. 1.—The annual report of W. W. Wood, Chief of the Bureau of Steam Engineering at the Navy Department, shows the following facts:

During the past year the machinery of the following named vessels has been repaired and refitted for active service: Franklin, Pensacola, Plymouth, Ticonderoga, Ossipee, Tuscarora, Canonicus, Saugus, Gettysburg, Tallapoosa, Jason, Montauk, Nantucket, and Palos, the four last named having received new boilers. The following vessels are now being repaired: Monocacy, Comanche, Snowdrop, Benicia, Amphitrite, Monadnock, Terror, Ashuelot, Iroquois, Cohasset, Leyden, Mayflower, Phlox, and Rose. All but the first three named will receive new boilers. The machinery of the Colorado, Wabash, Brooklyn, Canandaigua, Congress, Dictator, Lancaster, Shenandoah, Worcester, Juniata, Narragansett, Saco, Wauchusett, Wyoming, Pinta, and Standish needs repairs. Compound engines for the Alert, Alliance, Ranger, Adams, Essex, and Huron, have been completed and successfully tried. Compound engines for the Trenton, Enterprise, and the double-turreted monitor Miantonomoh, are in process of construction, and are being erected on board the former two. Engines for the Marion, Quinnebaug, and Vandalia, have been converted from simple to compound. The Swatara, the first of the compound engine ships, has made successfully a voyage around the world on service connected with the Transit of Venus Expedition. The vessel encountered tempestuous weather and a continuous succession of gales off Cape Horn and in the high southern latitudes visited. Before sailing she had not been subjected, for want of time, to the usual trial trip at sea. Notwithstanding this, the fact was established on the voyage that no type of engine yet used in the navy has produced such economical results as the compound engine with which the Swatara was fitted.

In regard to steam boilers, the report says that vessels fitted with the old type of jet condensers were able to use their boilers a much longer time than those furnished with the more modern type of tubular or surface-refrigerating condensers, but the economy in fuel effected by the use of the latter condenser more than compensates for the increased cost of the boilers in each case. The decay of boilers incident to the use of the surface condenser has now been arrested to a great extent by the use of the filtering apparatus, which promises in the future an extended period of endurance of the boilers, in connection with which it may be applied. Mr. Wood refers to his recommendations, last year, in regard to the discontinuance of the two-bladed propellers, and says that from carefully conducted experiments the fallacy of their use on our vessels was made apparent. The four-bladed screws have been restored to several of our naval steamers, and these changes will be continued as opportunities are afforded.

Owing to the great number of vacancies in the Naval Engineer Corps, much of the duty formerly devolving upon engineer officers is now performed by a class of enlisted men, rated as machinists. The pay of the grade was increased as an inducement for good men to accept these positions, but little improvement has resulted, and injury to boilers and machinery in consequence of the ignorance or neglect of the irresponsible men in charge of the regular steaming watches has become a frequent occurrence, attended with great danger, inconvenience, and expense. The engineer graduates of the Naval Academy are filling some of these vacancies very satisfactorily, but they are insufficient in number. The system of educating officers for the Engineer Corps at Annapolis is one that cannot be too strongly commended. It is already bearing good fruit in the service, as the graduates are highly commended for usefulness and zeal by their superior officers. At Annapolis we have a scientific school of mechanical and marine engineering second to none in the world, and it is recommended that its usefulness be extended by increasing the number of Cadet Engineers to such an extent as to fill in a short time the vacancies now existing in the corps.

The limited amount appropriated for the purposes of this Bureau renders it necessary to reduce its expenditures to the lowest possible limit. The hours of labor have been reduced by act of Congress by two-tenths from those previously required as a day's work. This has had the effect of increasing the expenditures for labor practically one-fourth for the same amount of work, and it has become cheaper to procure much of the work formerly executed at the yards from private establishments.

The cost of conducting experiments and of obtaining therefrom trustworthy data, tending to secure increased efficiency and economy in all matters pertaining to the science of marine propulsion, precludes private individuals or corporate companies from attempting them, except upon a very limited scale. The engineering skill of this and other maritime nations look to their Governments to conduct these experiments, and to publish for the general good the data and deductions obtained from them. Since the close of the late rebellion, Congress has ceased to grant appropriations for experimental purposes under cognizance of this Bureau; and in order to obtain data for the deductions which lead to improved designs for machinery, the Bureau has been compelled to seek such information as could be procured from private sources. It is recommended that a sum of money be appropriated yearly for the prosecution of experiments.

THE YEAR'S LAND SALES.

FALLING OFF OF TWO AND A HALF MILLION ACRES—ONE EFFECT OF THE BUSINESS DEPRESSION—MORE ACCURATE SURVEYS NEEDED.

WASHINGTON, Dec. 1.—Commissioner Burdett of the General Land Office, in his annual report, says:

The disposal of public lands under various heads for the last fiscal year amount to 7,071,271.29 acres, showing a decrease as compared with the area disposed of in 1874 of 2,460,601.64 acres. The falling off, as compared with the disposals of the year immediately preceding, in entries made for actual settlement, as compared with the appropriations made for actual settlement as evidenced by the approuriations of the public lands under the Homestead and Timber Culture laws, is found to be 1,500,860.24 acres. This result may be attributed in a large degree to the devastation by grasshoppers, accompanied, in some places, by a season of unusual drouth in the localities most inviting to homestead and timber culture settlement, to which is to be added the falling off of emigration and the general business depression, which has reached the agricultural as well as the other industrial classes of the country. As may be gathered from the general views submitted further on in this paper, it will be seen that, in my judgment, not only the present falling off but a steady diminution for the future in this class of entries may be looked for, from the fact that in the localities most desirable for homestead settlement, on account of the general fertility of the soil and the presence of conditions necessary to the honest observance of the requirements of the law, the lands to a great extent have passed to private ownership. It is also to be borne in mind that the rapid extension of railroads toward and beyond the borders of the then existing settlements has in previous years tended to induce settlement to the full and perhaps beyond the limit of the possible marketing with profit of agricultural products. The cessation of railroad construction during the past three years has tended to discourage this undue extension of settlement into the wildernesses, and has probably resulted in turning attention to the purchase and settlement of the large tracts of land, still to be found in private ownership in the more settled portions of the West.

I deem it proper to suggest that, in my judgment, reform is needed in the method of executing the public surveys. The existing system, in the matter of the details of its execution, seems to have been based at its inception upon the theory of present convenience. As a means of present identification, of easy and simple description, it was as admirable as it was admitted to be original. The element of accuracy is not, however, attainable under its method, and, what is of equal or perhaps greater importance, the element of permanency cannot be claimed for it. These faults of the system readily suggest themselves. The chain and solar compass, which are the principal instruments of execution, are now regarded as among the ruder appliances of engineering science. They were and are, however, under all the circumstances, the best adapted to the sole ends which have thus far been in contemplation in the execution of the surveys, and, in the hands of competent and conscientious deputies, are sufficiently accurate for the survey of regions moderately level. For the survey of mountain tracts they are unfit.

WASHINGTON NOTES.

WASHINGTON, Wednesday, Dec. 1, 1875.

Among the cases argued to-day before the Supreme Court was No. 61, the Western Union Telegraph Company agt. the Western Atlantic Railroad Company, and a cross appeal from the Circuit for the Northern District of Georgia. The question involved was whether a contract made by the Telegraph Company with the State, as owner and manager of the railroad, in August, 1870, by which the State was to have the use of a wire along the line of the road, from Atlanta to Chattanooga, for the transmission, under certain conditions, of messages on the business of the road, was a contract of sale or of lease. Under a subsequent sale of the road by the State, the wire was included in the inventory of the road and appurtenances; and the State, having paid the telegraph company the cost of the construction and equipment of the wire, as provided in the contract, the railroad company sets up a claim to the wire and forbids its use to the telegraph company. It proposed to resist by force the severance of the wire by the telegraph company from the stations along the road. The latter company then brought this bill, and was defeated below, the Court seeming to adopt the theory of sale insisted upon by the railroad company. The decision is brought here for review, the appellants insisting that there was nothing in the contract looking to the sale of the property.

The Commissioners of the District of Columbia have brought suit in the name of Henry D. Cooke, for their use, against ex-Treasurer James A. Magruder of the Board of Public Works, and against ex-Gov. Alexander R. Shepherd, Riley A. Shinn, and Henry M. Sweeney, the sureties on his bond, claiming $50,000 damages. The declaration sets forth that the sum of $14,697,402 was received, and in part disbursed by Mr. Magruder as Treasurer, but that he has neglected and refused, and on the 5th day of October last did refuse to render an account as required by the Board; and that the District has suffered damage by his failure to account in $50,000. This case will not go on the trial calendar until the February term. It will not be tried probably until the Fall of 1876.

The report of the Superintendent of Public Printing shows that the total cost of the printing, binding, lithographing, &c., for the Government for the year ended Sept. 30 last was $1,560,425. Besides this, *The Congressional Record* cost $88,000. In no period during the last six years has the work been so far advanced as now, nearly all the printing ordered by the last Congress having been completed. There are now 1,200 employés in all the departments of the office, with a pay-roll of $95,000 a month; the compositors are allowed 60 cents per 1,000 ems, or $4 a day for eight hours.

The Post-Office Department gives notice that the mails for Brazil and the West Indies, via St. Thomas, will be dispatched by the steamer King Richard, leaving Baltimore on Thursday, December 9, at 4 p. m.

THE WHISKY FRAUDS.

PRACTICAL ILLUSTRATIONS IN COURT.

MILWAUKEE, Wis., Dec. 1.—The defense in the case of Taft and Weimer to-day, introduced testimony designed to show that stamps could be removed from packages, and the figures, representing the number of gallons, altered. A. Bode, a chemist, and others swore that there are preparations by which ink can be removed from paper without disfiguring. A keg of highwines that had been stamped an hour before was brought into court, and a man pulled out the tacks, removed the stamps, and took out the ink-marks that had been made by gaugers.

A DELAY IN AVERY'S CASE.

ST. LOUIS, Dec. 1.—Owing to the sickness of Judge Krum, counsel for the defense in the Avery case, the argument was not made to-day. It is probable that two or three counterfeiting cases will be taken up at the conclusion of this case, and that on the 15th instant the case of Wm. McKee will be called.

TWO RECTIFIERS SENTENCED.

MILWAUKEE, Dec. 1.—Schlitz & Bergenthal, rectifiers, convicted of shipping goods without entering the same as required by law, were this morning sentenced to pay a fine of $1,000 each and four months' imprisonment in the county jail.

GEN. BABCOCK'S REQUEST TO BE HEARD.

WASHINGTON, Dec. 1.—Gen. Babcock this morning received a telegram from District-Attorney Dyer at St. Louis, in answer to the one sent him yesterday demanding a hearing before the court. The latter stated that the evidence in the Avery case had been closed and that the next case involving the question of conspiracy is set for the 15th of December.

CHARLES O'CONOR IMPROVING.

HE IS ABLE TO TAKE MORE NOURISHMENT—HOPES OF HIS RECOVERY.

Up to a late hour last night Charles O'Conor was slowly but it was hoped surely improving. During the day he seemed much easier than on previous days, and the difficulty of eating—or rather of retaining upon his stomach what he has eaten—was diminished to some degree yesterday. Mr. O'Conor, in comparison with the previous days of his sickness, ate about twice as much food as usual. Dr. Keyes, his physician, who saw him about 4 o'clock yesterday afternoon, said, in conversation with a TRIBUNE reporter last evening, that there was nothing at all to say about Mr. O'Conor, except that he was in a somewhat improved condition. He was sure that Mr. O'Conor would not die during the night, nor Thursday night, and he remarked that he would not be greatly surprised to see Mr. O'Conor about in a short time. In health "he will go down and then come up, go down and come up again." "To-day," added Dr. Keyes, "he has eaten twice as much as he has eaten on any former day, and in the various symptoms which he has shown to-day, his friends find much encouragement." The doctor sees him about 4 o'clock every afternoon.

LEGISLATIVE CANAL COMMITTEE.

WHAT OTISCO LAKE DAM WAS BUILT FOR—ADJOURNMENT TILL THE 9TH—FURTHER TESTIMONY ON THE ORISKANY AWARDS.

ALBANY, Dec. 1.—The Legislative Joint Committee reassembled this morning. Howard Soule appeared, to explain the testimony given in the case of the Otisco Lake improvement as to the building of the dam. It was in the testimony that the dam was built for the convenience of the contractors, and Canal Commissioner W. W. Wright testified that if the dam was built for that purpose, the cost of it was not a proper charge against the State, but he insisted that Mr. Soule, the engineer in charge, would not have allowed its cost unless satisfied that it was right. Mr. Wright was under the impression that he had passed upon the final account for this piece of work. This witness, however, now stated that this piece of work was settled for before Mr. Wright came in and took charge; it was passed upon by Commissioner Haight; he further testified that the dam was not built for the convenience of the contractors. The Committee then adjourned until the 9th inst.

Before adjournment Mr. Smith of counsel for the Committee called attention to the testimony last evening of Henry C. Buell, in which he admitted that nearly all the charges were too high, and put in the following, extracted from the minutes of the proceedings before the Appraisers: "Utica, Dec. 5, 1872.—Present: Samuel North and George C. Green, Canal Appraisers; John F. Seymour for claimants; Arthur H. Beardsley, Attorney for the State. Henry C. Buell, sworn for claimants, says: "I reside in Oriskany; I am one of the claimants; claimants were engaged in making malleable iron at Oriskany in 1870; the mill was driven by water power of Oriskany Creek; we leased the power and premises of A. B. Buell; it was the Oriskany Mill property; to replace the property taken, we procured a 15-horse power engine; the power was taken by the State in September, 1871; the items stated in the claim were actually expended for the engine and appurtenances, and the expenses were as therein stated; we ran 15 hours a day, and had to have an extra fireman, and so I put in one fireman at 12 shillings a day; we were obliged to lie still six days—from time to time the water was taken till we got running again—and the damages and expenses thereof were $300; our term was to expire and did expire on Sept. 1, 1872. I think the actual expenses of running with steam the year, were at least as much as the estimate in the claim." Mr. Beardsley, counsel for the State, offers no proof, and states he is satisfied with the statement of the claim.

RAILROAD COLLISION AT BUFFALO.

THE ATLANTIC EXPRESS DASHES INTO A FREIGHT TRAIN—THREE LIVES LOST—THE FAST MAIL COMES ALONG AT A CRITICAL MOMENT.

BUFFALO, Dec. 1.—The Atlantic Express from the east, which left here at 1:50 p. m., and was detained 32 minutes at East Buffalo station, awaiting the Lake Shore from the west, collided at the Batavia-st. crossing, about four miles from the city, with an eastern bound freight train, just drawn out from a side track. It had been signaled by the flagman Brennan to come on. The smoking car and first and second coaches, well filled with passengers, were thrown from the track and capsized. The passenger engine, tender and two baggage cars crushed through the fourth car of the freight train, lifting it from the trucks, and precipitating it upon the flagman's shanty, crushing him underneath. The scene at the wreck was indescribable. H. T. Wood, a jeweler from Lima, New-York, formerly of Canton, Illinois, was badly crushed and almost instantly killed. J. Doty Collins of Erie County, had his left leg taken off, near the thigh, and was injured internally while attempting to jump through the window of the first passenger coach. He cannot live. Mrs. Catharine Wilson, a widow, of Fond du Lac, Wis., was badly cut about the head and otherwise injured. She is considered to be dangerously hurt. Many others were more or less cut and bruised, but not seriously injured. The engineer of the passenger train stuck to his post. The fireman jumped to the ground, and received an ugly cut in the head. The fast mail train which was due at the time of the collision, was delayed two hours. The engineer, Wm. Gould, only succeeded in stopping his train within 15 feet of the wreck which was piled upon his track. The dead and wounded were brought to the city and cared for. The tracks are now clear.

POLITICAL.

PROTEST OF THE MARYLAND REFORMERS.

BALTIMORE, Dec. 1.—At the citizens' mass meeting last night resolutions were adopted charging gross frauds, violence and intimidation at the recent State election; declaring that the Police Commissioners were active instruments in the hands of those who perpetrated the wrongs and outrages, and calling upon the Legislature to remove the Commissioners immediately; and urging the Reform candidates at the late election to contest the right of those who were declared elected. A memorial to the Legislature was also adopted setting forth more in detail the charges made by the Reform party, and an Executive Committee of 20 members was appointed to conduct the contests and make a full record of the testimony establishing the wrongs and outrages complained of.

THE GRANGERS AND THE PRESIDENCY.

CHICAGO, Dec. 1.—The National Committee of Independence, including delegates from many of the Granges of the North-Western States, met here this afternoon and effected a temporary organization. The Committee propose to take steps toward nominating an independent candidate, whom the Grangers will support for President of the United States.

NEW-HAMPSHIRE REPUBLICAN COMMITTEE.

CONCORD, N. H., Dec. 1.—At a meeting of the Republican State Committee, held last night, it was decided to hold a State Convention Jan. 5. Resolutions of respect to the late Vice-President were adopted.

TELEGRAPHIC NOTES.

KEENE, N. H., Dec. 1.—Two slight shocks of earthquake were felt here this morning. No damage was done.

NEW-ORLEANS, Dec. 1.—The Bank of America has suspended. The board of directors has resolved to cease operations and put the bank into liquidation at once.

PROVIDENCE, R. I., Dec. 1.—William F. Fiske, the engineer of the exploded locomotive Matt Morgan, died last night, making the third victim of the disaster.

OTTAWA, Dec. 1.—At the St. Andrew's banquet last night, the Hon. A. M. Mackenzie said no one could be found occupying any important position who would dare to advocate the severance of Canada and the Empire.

OMAHA, Dec. 1.—The official returns of the election held yesterday on a proposition to present the Narrow Gauge Railroad with $125,000, show the bill was defeated in the county by 250 votes. This city gave a majority of 45 in favor of the bill.

MONTPELIER, Vt., Dec. 1.—At a meeting of officers of the National banks in this State, held here to-day, an association was formed for better protection against burglars, and adoption of such measures as will secure speedier punishment of offenders. Officers were chosen for one year.

BOSTON, Dec. 1.—Before the Committee on Hospitals of the City Council arguments were heard to-day (pro and con) on a petition of Homeopaths, for a ward in the City Hospital for patients desiring Homeopathic treatment. The discussion was very spirited. No decision was rendered.

POUGHKEEPSIE, Dec. 1.—The Poughkeepsie Ice-Yacht Club elected the following officers to-night: Commodore, John A. Roosevelt; Vice-Commodore, Aaron Junis; Secretary, Richard N. Bayley; Treasurer, Guy C. Bayley; Regatta Committee, Hudson Taylor, Henry S. Frost, and Wm. C. Arnold.

THE FUNERAL AT NATICK.

BURIED FROM THE OLD HOME.

THE CEREMONIES SIMPLE BUT IMPRESSIVE—DESCRIPTION OF THE WILSON HOUSE AND THE FAMILY GRAVEYARD—NUMEROUS VISITORS FROM BOSTON.

NATICK, Mass., Dec. 1.—A bright, clear, cold morning ushered in the day of the funeral of the late Vice-President. The cold, though severe, did not deter the citizens from carrying out to the full all the preliminary arrangements. Twelve o'clock was the hour assigned for the funeral service at the house. By that hour the home of the late Vice-President was thronged with the relatives and friends of the deceased, many of whom had arrived by the morning trains from distant localities. The residence of Mr. Wilson is situated on West Central-st., a few rods from Main-st. It is a 2½-story frame dwelling, and is painted in a light yellow shade. A narrow lawn separates the house from the street, the latter being bordered with a row of shade trees. The house faces to the east, and the narrow veranda skirting its front is reached by a driveway and walk from the street. The door-plate bears the simple inscription "Henry Wilson." The interior is in keeping with the simple external appearance, the furniture and all its appointments being in strict accordance with the simple and frugal mode of the owner's life. At 4 o'clock yesterday afternoon the casket was closed, shutting out forever from public gaze the face and form of Henry Wilson. The remains were then conveyed to the house, where resides the mother of the late wife of the Vice-President. The casket was borne to the house by comrades of Wadsworth Post, G. A. R., the United States Marines holding their position as a national guard of honor. The Selectmen of Natick, the Committee of Arrangements, and Capt. Brown and Lieut. Sirrott of the 5th Maryland Regiment accompanied the remains, which were placed in the parlor, the casket case serving as a dais. A solitary marine kept guard over the remains last night, and was relieved every two hours.

Promptly at the appointed hour to-day the choir of Mr. Wilson's church sang an appropriate hymn, which was followed by reading of the Scriptures by the Rev. Mr. Peloubet of Natick, Mr. Wilson's pastor; prayer by the Rev. Mr. Dowse of Sherburne, and remarks by the Rev. Mr. Reynolds of Natick, interspersed with singing by the quartet, which concluded the simple yet impressive ceremonies of the occasion. During the services a guard of honor, selected from the marines and G. A. R. post, were stationed at the head and foot of the casket. The floral decorations were elegant, and filled the room with sweet odors, relieving the somber black of the draperies, and giving additional effect to the scene. Among the relatives and friends present were Charles, S. H., and Geo. A. Colbath, brothers of Mr. Wilson; a large number of cousins and kindred relations; Geo. W. Colbath, Postmaster of the City of Dover, N. H.; Dr. Phelps of Boston, ex-Gov. Claflin, H. F. Durant of Wellesley, and F. M. Crossman of New-York, besides a large number of neighbors and townspeople.

The lot where the remains are to be finally laid is situated on a charming little eminence in the extreme north-easterly corner of Dell Park Cemetery, about three-fourths of a mile from the village in a westerly direction, overlooking the town and Lake Cochituate. The view from the spot is extensive and very attractive. The lot is inclosed by a granite curb, which is surrounded by a neatly graveled driveway. On either side of the front entrance is tasteful shrubbery, and a little in front of the center stands a graceful monument, inscribed as follows: "Lieut.-Col. Henry Hamilton Wilson; born in Natick Nov. 11, 1846; died in Austin, Texas, Dec. 24, 1866." A short distance behind and north of this is a small monument at the head of the Colonel's grave, which is simply inscribed "Hamilton." At the right, and just east of the Colonel's grave is that of his mother, which is marked by an Italian marble headstone, inscribed "Harriet M. Howe, born in Natick, Nov. 21, 1824; married to Henry Wilson Nov. 28, 1840; died May 28, 1870." Below this inscription is, "She made home happy," which is followed by "But O! for the touch of a vanished hand, And the sound of a voice that is still." At the extreme south-eastern corner of the lot is a double grave, marked by a twin or double headstone of a handsome design, of the same material as those mentioned. This marks the last resting-place of Mr. Wilson's father and mother, the one on the right being inscribed, "Winthrop Colbath, born April 7, 1787; died Feb. 10, 1860," while the one on the left bears the following: "Abigail Colbath, born March 21, 1785; died Aug. 8, 1866." Between the grave of his parents and that of his wife is a vacant space, where is to be deposited the remains of the late Vice-President.

At the conclusion of the private services at the house preparations were at once made for removing the remains to the Town Hall, where the public and final ceremonies were to take place. These were soon accomplished. A special train had in the interim arrived from Boston bearing the Governor, a portion of his staff, several members of the Executive Council, a Committee of the Boston City Government, the Hon. Marshall Wilder, Congressman Henry Pierce, and the officers of the 5th Maryland Regiment and of the Independent Corps of Cadets; also the Boston Fusileers who volunteered as the escort for the day. A procession was formed and the distinguished guests were escorted to the hall, great crowds filling every available position from which to view its progress through the streets. The mourners having been assigned seats at the right of the platform, the invited guests were seated in the front rows in the body of the Hall, the pall-bearers who were townspeople to the left, the Grand Army Post standing to the extreme left, and the citizens thronging into the remaining area and packing the galleries. About 2,000 persons found admittance to the edifice, while the seating capacity was limited to 1,200. The Town Hall had received additional embellishments, among them a dove, contributed by ladies of the village, which hung beneath an elegant wreath of flowers suspended from the canopy and pendant directly over the casket. One of the shutters had been opened slightly, admitting a single ray of light, which rested upon the casket, producing a halo, in which the white dove swung to and fro, in striking contrast with the prevailing somberness of the heavy mourning habiliments in which the hall was clothed.

Shortly before 2 o'clock the Rev. Francis N. Peloubet, Mr. Wilson's pastor, opened the services by reading the hymn, "God is our Strength," beginning with the words, "Man in his weakness needs a stronger stay than fellow-men—the holiest and the best," which was sung by the Alpine quartet of Boston. Following this the invocation was made by the Rev. A. E. Reynolds, and Scripture reading by the Rev. J. S. Wheedon, to which the response, "Abide with Me," was sung by the quartet. An address was made by the Rev. Edward Dorse of Sherburne, who mainly dwelt upon his (Mr. Dowse's) intimate personal friendship with deceased, and the great qualities of the latter as displayed in the midst of the people who had known and were intimate with him from youth. The address was short but possessed the merit of deep sincerity and warmth of personal feeling.

A quartet then chanted a poem written for the occasion. An address by the Rev. F. N. Peloubet followed, consisting of personal reminiscences of Mr. Wilson in his labors, both in and out of church, and in various reforms inaugurated for the moral elevation of his friends and townspeople. Mr. Peloubet, as Mr. Wilson's pastor, had unusual opportunities of acquiring a complete knowledge of the Vice-President's inner life. The hymn, "Nearer My God to Thee," which was an especial favorite with Mr. Wilson, and in singing which, the entire audience joined, was given with fine effect. The benediction by the Rev. Mr. Peloubet closed the ceremonies. The exercises occupied an hour. Considerable delay ensued before the procession was formed and the mourners and guests could be assigned seats in their carriages. The procession, as it was finally formed, was as follows:

Detachment of Police.
Chief Marshal, A. J. Nichols.
Aids:
J. K. Felch, James H. Parker,
E. H. Hayes, D. H. L. Gleason.
Natick Cornet Band.
Independent Fusileers of Boston, Capt. Snow.
Grand Army Post 63 of Natick.
Grand Army Post 142 of Farmingham.
Pall Bearers:
Edward Walcott, John O. Wilson,
J. B. Mann, Edwin E. Morse,
Willard A. Wright, Richard Hayes,
Hon. John W. Bacon, Elijah Perry.
Hearse,
with Marine Body Guard.
Detachment of Police.
Officers of the 5th Maryland Regiment.
Carriages, containing mourners.
Officiating clergymen.
His Excellency Gov. Gaston and Staff.
Boston City Government.
Invited guests.
Natick Town Government.
Committee of Arrangements.
Marshal Dr. George Beard.
Aids:
R. T. Nash, A. H. Bryant,
I. M. Fellows, W. F. Shattuck.
Cochituate Brass Band.
Odd Fellows Association of Farmingham and Ashland.
Chief Engineer Natick Fire Department, J. W. Morse, and Assistants.
Natick Fire Department.
St. Patrick's Benevolent Society.
Father Mathew Temperance Aid Society.
Natick High School.
Natick Grammar Schools.
Natick Sunday-schools.
Delegation of citizens from Natick and vicinity.

The line of march embraced nearly every street in the town, and it was not until 4 o'clock that the procession reached the grave in Dell Park Cemetery. Without any unnecessary delay, owing to the extremely cold wind that swept over the hill upon which the cemetery is situated, the casket was conveyed to the grave. The Grand Army Post formed a square about the lot, while the military escort were drawn up in line in the driveway. The band playing a solemn dirge, the casket was lowered to its resting-place. Mr. Peloubet pronounced a benediction, the relatives and friends dropped a few flowers upon the casket lid, and the funeral of Henry Wilson, the Natick Cobbler and Vice-President of the United States, were at an end.

MR. WILSON'S WILL.

BOSTON, Dec. 1.—Mr. Wilson has left a will, which is in his own handwriting, and is dated April 21, 1874. By it he bequeathed his entire estate, real and personal, to his nephew, Dr. Wm. L. Coolidge, in trust for the support of his mother-in-law, Mrs. Mary Howe, now in her ninetieth year, and for the education and support of his adopted daughter Eva, a little girl of some ten Summers, and for other minor and designated purposes. He trusts it all, as he expresses it, to the "friendship, discretion, and sense of right" of Mr. Coolidge. He also constitutes Mr. Coolidge his executor, directing that no bonds be required of him either as executor or trustee. Col. William Nutt, Ira B. Forbest, esq., and Capt. E. H. Brigham were the attesting witnesses.

THE LATE VICE-PRESIDENT'S BIOGRAPHY.

BOSTON, Dec. 1.—The selection of Mr. Wilson's biographer is yet to be considered, but in regard to the completion and carrying through the press of the third and last volume of his "History of the Rise and Fall of the Slave Power in America," left nearly completed, it is expected that it will be attended to by the Rev. Samuel Hunt, a life-long friend and associate, his former pastor, for seven years his private secretary, and who more than all others has assisted him in the preparation of the work.

THE MUSTER OF THE FLEET.

OPINION OF NAVAL OFFICERS.

THE PRESIDENT BELIEVED TO INTEND RECOGNIZING CUBAN BELLIGERENCY—THE PREPARATIONS A PRECAUTION, NOT A THREAT.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Dec. 1.—Every officer of the navy not on sick leave is now believed to be either at sea or under orders to report on board of some vessel, which is rapidly preparing for active service, and it is the general belief among those who have received these orders within a week or two, that thirty days from now there will be very few naval officers able to do sea duty who will not be afloat. Even those who are in command of these squadrons and fleets, so suddenly put in readiness for active service, profess entire ignorance in regard to the important service they are expected to perform. Some of them occasionally indulge in conjectures, however, and conversation with a number of them discloses the important fact that the guesses of different officers are strikingly similar. There seems to be no apprehension that the country is to be plunged into war with Spain, by an unsatisfactory termination to the negotiations, which Secretary Fish and Minister Cushing have been conducting with the Spanish Government during the past two months, since all information that can be obtained here or at Madrid leads to the belief that those negotiations are making favorable progress, and that their result is more likely than not to be gratifying to our Government. At the same time, our relations with every other foreign power are, as far as known, of the most friendly character, our only serious troubles being upon the Rio Grande at a point inaccessible to the navy. Naval officers are therefore convinced that Mr. Robeson's extensive preparations must be in view of something that is likely to happen in regard to our attitude toward Spain, and they very naturally look toward Cuba for explanation. But there has been no recent occurrence in Cuba to call for naval demonstration upon that island. American citizens may have been ill treated there, but no very aggravated case of this kind has recently occurred. So that the present state of affairs in that island, considered in connection with the favorable progress which our negotiations at Madrid seem to be making, cause the theory that war with Spain is likely to arise out of the existing state of affairs to be promptly dismissed.

One theory alone remains, and that is that the President intends either to recognize the belligerency of the Cuban insurgents or recommend Congress to take some special action in the matter; and this is the theory held by many naval officers. If this is the purpose of the President, they say the present extraordinary naval preparations might be easily explained. Supposing our treaty with Spain to remain unmodified, such recognition would give Spanish cruisers a right, under the twelfth article of that treaty, to visit and examine all vessels bearing the American flag, concerning whose voyage and species of goods on board of her there shall be just grounds of suspicion. It is not believed in naval circles that Spain would consider the recognition of the Cubans by the United States a *casus belli;* but it is believed that the officers of her armed vessels would seek to exercise the right above noticed, and that they might be tempted to do so in an offensive manner, or in cases not contemplated by the terms of the treaty. In order to prevent this, and assure himself that American commerce shall not suffer on account of the action of the Government, our naval officers think that the present preparations are making. These opinions may or may not be well grounded, but it is a fact that others besides naval officers are beginning to suspect that something of this kind is in the President's mind.

NINE IRON-CLADS TO SAIL TO-DAY.

PHILADELPHIA, Dec. 1.—The iron-clads at League Island are ready for sea, and will leave to-morrow morning in tow of the vessels which are to accompany them to Norfolk. The fleet will consist of nine or ten vessels, among which are the Powhatan, Tallapoosa, Alliance, Albert, Huron, Despatch, Passaic, Nantucket, and Wyandotte.

VICE-ADMIRAL ROWAN ON NAVAL ACTIVITY.

Vice-Admiral Rowan, commandant of the Brooklyn Navy-Yard, was called upon by a TRIBUNE reporter yesterday, to ascertain what information he could give to allay the excitement caused by reported activity in the Navy Department. He stated that he knew nothing of the cause of this activity, except it might be that the Secretary of the Navy was simply performing the duties incumbent upon him, to keep the Navy in proper condition for available service. When asked why it was that so many officers, who least expected it, were ordered to duty, he said he could not answer the question. It is known that many officers who have just returned from foreign stations are ordered to iron-clads, and others who have been on "leaves of absence" have had their "leaves" revoked, and have received orders to hold themselves in readiness for sea service.

THIRTEEN HOURS ON A SPRAY-COVERED ROCK.

BOSTON, Dec. 1.—On Tuesday morning residents of Richmond Island discovered a small boat ashore on Watts's Ledge, and on pulling over they rescued two men, named George Wallace and Charles Parker