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LYNCH'S TREASON TRIAL.

AN ANTIQUE PROCEEDING

Lord Wolseley's Literary Programme—London Notes.

(Special to The New-York Tribune by French Cable.)
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London, Jan. 22, 1 a. m.—The trial of Colonel Lynch for treason in fighting for the Boers is the first proceeding of this nature in the British courts for half a century. The courtroom was crowded when the antique formulas were repeated and the special jury was sworn, but interest in the case waned when an hour was taken up with reading the indictment, bristling with quaint phrases, such as "seduced by the devil," and the prisoner's counsel moved that the proceedings be quashed, and quibbled over the terms of the statute under which the trial had been ordered. The Lord Chief Justice brushed the technicalities aside, and the case for the crown was rapidly presented, with proofs that the prisoner had taken the Boer oath of allegiance, enlisted in the Irish Legion and fought against the British army. Colonel Lynch was dressed as for a drawing room, in a frock coat and silk hat, and was not appalled by the legal records showing that the only form of punishment for treason was death. The case is an awkward one, in view of the condonation of treason in Cape Colony by the Dutch authorities and the policy of sweetness and light recently adopted toward Ireland. The defence is based upon the right of the Australian-Irishman to become a naturalized Boer at short notice.

Lord Wolseley's Mediterranean journey has brought him to Naples, where he has formed an interesting plan of literary work. He intends to visit the scenes of Napoleon's ill starred Oriental campaign, and obtain local color for a military article, possibly a book. As he is travelling by private yacht, he will probably follow Napoleon's track to Malta and sail thence to Alexandria. He will visit Napoleon's battlefields at Chebreiss and Embabeh from Cairo, and subsequently land in Syria, making the journey from El Arish to Gaza and Jaffa, tarrying at Acre. He will visit the Plain of Esdraelon, the famous Hebraic battlefield where Napoleon won a victory after the disastrous siege of Acre. Lord Wolseley is full of plans for literary work, and in excellent spirits. His memoirs are hardly more than half finished.

General Miles made slow rather than fast time in his journey through Manchuria and Siberia to Moscow and St. Petersburg. Mails are now received in London from Peking in twenty days by the overland route, and the time will speedily be shortened to fifteen days. Passengers are now booked daily from London to Peking via the Siberian Railway's comfortable trains.

The controversy over the completion of Stevens's unfinished monument to the Duke of Wellington in St. Paul's Cathedral amuses those behind the scenes. Sir Edward Poynter lays stress upon his own and Lord Leighton's efforts to interest patrons of art and compel the government to take up the work, but the real grievance is that the sculptor selected to carry out Stevens's designs is not an Academician. John Tweed was honored with Cecil Rhodes's enthusiastic friendship, and commissioned to hand down to posterity the form and features of the African Colossus. Mr. Rhodes's friends have offered to bear the expense of the completion of Stevens's work, and dean and chapter have accepted Mr. Tweed. The reply of the Bishop of Stepney to Sir Edward Poynter's strictures shows that Archbishop Temple was not the only English prelate with a keen sense of humor, as Mr. Stevens was not an Academician. Mr. Tweed's unacademic art is not out of place in patching up the Wellington monument.

A great sensation has been created throughout Germany by the action of the President of the Reichstag in prohibiting a Socialist member from criticising the strong speeches against the Socialists delivered at Isen and Breslau. It is believed that there is a great deal more behind the Krupp affair than has been made public, and that therefore the official classes are most anxious that it should not be brought up in the Reichstag. The Socialist organ, "Vorwärts," publishes a powerful manifesto, appealing to the German people, and the Socialist Committee has summoned thirty-one public meetings for this evening in the capital alone, for the purpose of agitating the matter.

A party of British colonists consisting of two thousand persons will sail from Liverpool on March 21 for St. John, New-Brunswick. The Rev. J. M. Barr has the authority of the Dominion Government to take out these emigrants, and foreigners will not be permitted to settle on the territory reserved for them at Saskatoon.

I. N. F.

MRS. LYNCH AT HUSBAND'S TRIAL.

Sixty Years Since a Treason Court Sat in England.

(By The Associated Press.)

London, Jan. 21.—The trial at bar of Colonel Arthur Lynch, member of Parliament for Galway, on the charge of treason by aiding and abetting the King's and the late Queen's enemies during the war in South Africa, he, according to one unique sentence of the arraignment, "being moved and seduced thereto by the instigation of the devil," began this morning before the Lord Chief Justice, Lord Alverstone, and two other justices. The prisoner pleaded not guilty.

Upward of sixty years have elapsed since a treason trial has been held in London. The last was that of John Francis, a youth, who fired a pistol at Queen Victoria as she was riding down Constitution Hill. He was condemned to death, but the sentence was commuted to imprisonment for life. Francis was released in 1867. Unusual interest, therefore, is taken in the present case. The courtroom was crowded, many women, including Mrs. Lynch, being among those present. The judges wore their full robes of scarlet and ermine. Colonel Lynch was pale and careworn, but he stood in the dock composedly listening to the long indictment, which occupied nearly an hour in reading.

The Attorney General, Sir Robert Finlay, opened the case, reciting the alleged treasonable acts, as fully reported at the preliminary hearing. After the conclusion of the evidence for the crown, which did not differ from that presented at the preliminary hearing, and the reading of Colonel Lynch's statement made before the committing magistrate, the case was adjourned.

Drawing, quartering and beheading accompanied the death penalty for treason until 1870, when this was abolished. The death penalty, however, remains.

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BRIBERY CHARGE PROBED

SAID TO BE SUSTAINED.

Further Sensational Statements Made by Congressman Lessler.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 21.—"Every one of the allegations made by Representative Lessler, of New-York, before the House Committee on Naval Affairs yesterday, to the effect that he had been offered money to vote for the Holland torpedo boat proposition before the committee, has been amply sustained by reliable evidence before the sub-committee appointed to investigate the charges."

This statement was made to The Tribune correspondent to-night by a member of the subcommittee. The details of the investigation are kept secret under an agreement between its members. The report of the sub-committee, however, has been prepared, and is to be presented to the Naval Committee at its meeting to-morrow morning.

"There is no doubt that the disclosures made will result in a thorough investigation of the whole submarine boat exploitation agencies," continued this member of the committee, "and in my opinion it will kill all future legislation for submarine boats. This investigation will reach some of the great newspapers of the country, the owners of which are said to have some of the $7,000,000 worth of stock which has been issued by the Holland company. This stock was presented gratuitously, the only consideration being favorable news and editorial matter in the columns of the papers."

Mr. Lessler was again before the sub-committee to-day at both the morning and afternoon sessions, and submitted to a rather vigorous cross-examination. It was with some reluctance that he disclosed names in connection with the charges he made of improper attempts to influence his vote, but finally, on pressure, gave two names. One of the persons named, he said, threatened him with defeat at the last election if he did not vote as desired on certain propositions. The other name he used in connection with his charges of an attempt to influence his vote by pecuniary considerations. Mr. Lessler's charges are said to have lacked definiteness when he was questioned by members of the sub-committee. The substance of his story was not that a bribe of $5,000 had been actually offered to him, but that it had been intimated to him that he could get $5,000 if he would vote "right." The members of the sub-committee to-day continued to observe the pledge of secrecy they had taken, and Mr. Lessler himself declined to make any statement for publication.

Mr. Lessler's disclosure yesterday came just before the final vote on inserting provisions for additional submarine boats in the Naval Appropriation bill. A bill was before the committee providing for ten submarines. By a vote of 9 to 6 the committee reduced the number of boats to be provided to five, and the vote was about to be taken on inserting the provision as amended in the appropriation bill under the heading "Increase of the Navy." At this point Mr. Lessler asked to be heard. He is described as having been somewhat excited in his opposition to the provision, and as an argument against the provision told the committee of the alleged attempts to bribe him. Moreover, he said that he had told other members of the committee of the incident. There was an immediate demand for an investigation.

M'CULLAGH SOUGHT LESSLER'S VOTE.

But Declares He Knows Nothing of Any Attempt at Bribery.

John McCullagh, State Superintendent of Elections, said last night that he did go to Washington to ask Representative Montague Lessler to vote for the purchase of additional Holland torpedo boats by the government.

"A personal friend of mine, who is a prominent business man of this city," said Mr. McCullagh, "asked me if I knew Mr. Lessler, and upon my acknowledgment that I did, he asked me if I would go to Washington and ask Mr. Lessler to vote for the bill. I replied that I would. Mr. Lessler told me that he would not vote for the bill. I don't believe that Mr. Lessler said that he refused to grant my request because I had used the election machinery to defeat him. After he gave me his refusal we talked on other subjects, and there was not the slightest sign of hard feeling. If there had been our conversation would not have been on the basis it was.

"I did not know," added Mr. McCullagh, "a single person connected with the Holland Torpedo Boat Company. I simply knew it existed. As to any attempt to bribe Mr. Lessler, I know absolutely nothing. If there is any doubt as to my mission and request I will ask to be permitted to appear before the committee."

MR. HOAR CRITICISES THE PRESIDENT.

Says He Should Not Approve or Disapprove Bills Before They Are Passed.

Washington, Jan. 21.—In the Senate to-day Mr. Burton requested the passage of a bill which, he said, had been vetoed once by the President, and explained that in its present shape it was satisfactory to the President. Disinclination to take the matter up was shown, and finally Mr. Hoar criticised the President for having indicated to Mr. Burton his approval of the measure. "It is being continually stated in the newspapers," said Mr. Hoar, "that such and such bills are administration measures and that a set of Senators had called on the President and made arrangements for action on trust bills, the Statehood bill and other measures. The time for the President to make up his mind about statutes is after we have passed them, and not before, unless he avails himself of his constitutional privilege to make communication to the entire body by message."

The discussion was ended by Mr. Spooner moving an adjournment, which was carried, and at 5 o'clock the Senate adjourned.

MILLION DOLLAR SALE.

Purchase of No. 3 West Thirty-fourth-st. Involves That Sum.

A deal which will result in an outlay of more than $1,000,000 was made yesterday. Its size greatly surprised most of the persons who have been sneering at the assessment revision, and saying that the full assessment plan had put an end for months to any transactions affecting the choice, big parcels.

It was the sale of No. 3 West Thirty-fourth-st., a brownstone dwelling house. This property has a frontage of twenty-five feet in Thirty-fourth-st. and extends to Thirty-fifth-st., comprising two full lots. It is opposite the Waldorf-Astoria, and it adjoins on the east the Hayden Building, which, together with an adjoining fifty foot plot, is owned by the Century Realty Company. The buyer is a leader among real estate men. What price was paid for the parcel could not be learned. It was generally thought that if it was not a record price it must have been near to it, as No. 41 West Thirty-fourth-st. was recently sold at more than $6,000 a front foot, and values in the street have recently been increasing rapidly.

For some months there have been rumors that one of the best bachelor apartment houses ever built in this city was to be erected near the Waldorf-Astoria. It may be that the present purchase is one of the properties which will figure in such a project.

QUAY WINS A VICTORY.

STATEHOOD TEST VOTE.

Opponents of Omnibus Bill Forced to Consider a Compromise.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 21.—Senator Quay, after weeks of persistent skirmishing, marshalled his forces, consisting of all the Democrats and a few Republicans, to-day, outgeneralled Senator Beveridge, chairman of the Committee on Territories, and routed the forces opposed to the Omnibus Statehood bill by preventing further consideration of the Cuban treaty.

Mr. Quay secured the test vote on the Statehood measure for which he has been striving ever since the beginning of the session, and twelve Republicans and twenty-five Democrats voted down the motion upheld by twenty-seven Republicans, there being recorded eleven pairs and two Senators absent and not paired. As a result the opponents of the Omnibus Statehood bill are this evening earnestly discussing the compromise proposition outlined in The Tribune this morning, which is that Oklahoma shall be admitted to the Union, Congress reserving the right to annex Indian Territory to it after the apportionment of Indian lands has been made, and that Arizona and New-Mexico be admitted as a single State.

MAJORITY FOR QUAY'S BILL.

The motion which occasioned the test vote was not in itself important, but the significance of the vote was telling. Following up the notice given yesterday, Senator Quay moved the consideration of the Statehood bill as soon as the routine business of the morning hour was disposed of, and Senator Beveridge, fearing to cross swords with the wily Pennsylvanian, yielded. Thus the expected clash was averted for a time. Throughout the day, however, there was an atmosphere of suppressed excitement in the Senate, and it was whispered in corridor and lobby that "something was about to drop."

Senator Burnham, relieved from time to time by the interruptions of Mr. Beveridge, began a protracted speech against the Statehood measure. Finally, at 4 p. m., he desisted, giving notice that he would proceed to-morrow. Senator Cullom, bent on securing consideration of the Cuban treaty, then moved an executive session, and Mr. Quay demanded the ayes and noes. Immediately the electric bells rang throughout the Capitol, and the respective leaders sent pages scampering hither and yon to marshal the rival forces.

The vote proceeded slowly, with much confusion in regard to "pairs," but the announcement was finally made that "the noes had it" by a vote of 37 to 27, showing a clear majority for Statehood of ten votes. The vote in detail was as follows:

AYES.

Aldrich.	Depew.	Lodge.
Alger.	Dietrich.	Millard.
Allison.	Dolliver.	McComas.
Bard.	Dryden.	Nelson.
Beveridge.	Fairbanks.	Proctor.
Burnham.	Frye.	Quarles.
Burrows.	Gamble.	Simon.
Clapp.	Hanna.	Spooner.
Cullom.	Hoar.	Wetmore.

NOES.

Bacon.	Foster (La.).	Mason.
Bate.	Gallinger.	Morgan.
Berry.	Gibson.	Perkins.
Blackburn.	Hansbrough.	Pettus.
Burton.	Harris.	Quay.
Carmack.	Heitfeld.	Rawlins.
Clark (Mont.).	Jones (Ark.).	Simmons.
Clark (Wyo.).	Jones (Nev.).	Stewart.
Clay.	McCumber.	Taliaferro.
Cockrell.	McLaurin (Miss.).	Turner.
Culberson.	Mallory.	Vest.
Dubois.	Martin.	Wellington.
Foraker.		

The following pairs were announced. The first named would vote for the motion: Warren with Daniel, Platt (N. Y.) with Penrose, Kearns with Mitchell, Scott with Elkins, Hawley with Teller, Dillingham with Tillman, Kean with Money, Kittredge with Patterson, Depew with McEnery, Platt (Conn.) with Bailey, Hale with Foster (Wash.). The Republicans voting or paired in the negative were: Burton, Clark (Wyo.), Elkins, Foraker, Foster (Wash.), Gallinger, Hansbrough, Jones (Nev.), McCumber, Mason, Mitchell, Penrose, Perkins, Quay, Stewart and Wellington.

TO RENEW THE FIGHT TO-DAY.

With the suavity which characterizes his every move, Mr. Quay immediately announced that he would be glad to consent to the introduction and reference without debate of some bills which his friends desired to offer. When this had been done, he demanded the regular order. "Now, Mr. President," said he, "we are ready for a vote on this bill."

Mr. Nelson was quickly on his feet, and declared that Mr. Quay's course was entirely out of reason, as Mr. Burnham had not finished his remarks.

"That question was practically determined by the vote of the Senate," remarked Mr. Quay. He said he was disposed to be courteous to Mr. Burnham and to listen to his remarks, but if first one Senator and then another opposed to the Omnibus bill took up three or four days each, it was not worth while to push the bill further. "A conclusion," said he, "no matter what it may be, should be reached, in view of the important legislation awaiting action by the Senate." He said he had no objection to the bill being laid aside until to-morrow, when he would move to take it up and keep it before the Senate. Then, turning to Mr. Beveridge, Mr. Quay said: "I hope the Senator from Indiana will be prepared to put up his men." A little later the Senate adjourned.

The victory for Mr. Quay lies in the fact that he secured an opportunity to prove that he represented a majority of the Senate, thus making good his charge that his opponents were filibustering and refuting the countercharge so freely made by Mr. Beveridge. The opposition can still delay a vote on the Statehood measure, but so long as they were in a position to characterize as "audacity, simple audacity," Mr. Quay's statement that he represented a majority, they felt no reluctance in talking against time. Now that it has been demonstrated who are the filibusters they are seeking an escape from their dilemma. Filibustering as minority tactics is regarded as a questionable procedure. Filibustering by the majority has been declared unpardonable, and such a course is most repugnant to the high class of statesmen who make up the opposition to the Statehood bill.

THE SITUATION IN THE SENATE.

To many members of the Senate present conditions on the floor are not altogether disagreeable. Some Republicans and most Democrats would cheerfully see ratification of the Cuban treaty indefinitely postponed.

Senators Lodge, Fairbanks and several others are anxious to secure the passage of the Immigration bill, but strong pressure is being exerted to prevent its consideration. The transportation companies, the railroads, and those corporations which profit by a surplus of cheap labor regard the measure in its present shape as especially obnoxious.

The Eight Hour bill, which on passage would doubtless command a majority of votes, because it would be regarded as bad politics to defeat it, would be left on the calendar, "crowded out by the prolonged Statehood fight," with great complacency, and there are numerous Senators in both parties who regard a minimum of anti-trust legislation as desirable.

Nevertheless, Senator Quay is confident that his opponents will be unwilling longer to occupy the position in which he has placed them and openly filibuster against the Statehood bill, and for that reason he is determined to stand by his guns, and confidently expects to see three new States created before March 4.

FIVE DIE IN WRECK.

BARK BREAKS ON SHOAL

Life Guards Rescue Five, Lashed to Mainmast, Washed to Sea.

[BY TELEGRAPH TO THE TRIBUNE.]

Atlantic City, N. J., Jan. 21.—During the southeaster which swept along the Jersey coast last night the bark Abiel Abbott was wrecked a mile above Ship Bottom Station. Four of her crew are missing and given up as lost. Of five others who were rescued, one has since died from exposure and the rest are in a serious condition.

The vessel sailed from Turk's Island for New-York, her home port, on January 5. Her cargo of salt was consigned to her owner, Abiel Abbott, of No. 50 South-st., New-York City. Tuesday evening the wind blew a hurricane, and the rain descended in torrents. It was owing to these conditions that the vessel ran hard aground on the shoals a mile above Ship Bottom Station. She pounded heavily, and the waves swept her decks. Rockets were sent aloft to attract attention, and the life guards at the station, seeing them, prepared to launch their surfboat, under the command of Captain Truax.

Time and again the guardsmen attempted to launch their boat, but, owing to the heavy surf and the fierce wind, they were unable to do so. Then they tried to shoot the life line across the vessel, but in these attempts they also failed. At dawn they discovered the vessel almost broken up and abandoned.

In their search for the crew of the ship, the life guards, three miles out at sea, came across five of them lashed to the mainmast, drenched to the skin, benumbed with cold, and nearly dead. They were taken ashore in the surfboat and cared for at the life saving station. The rescued men became unconscious, and one of them, Frank Lever, died.

During the day the life guards continued their search for the four missing men, who had lashed themselves to the foremast, and when it became evident that they were lost, the guards patrolled the beach, watching for their dead bodies, which might be cast up by the sea. This evening there was not a vestige of the wrecked vessel left above the water.

The men rescued are Captain Isaac B. Hawkins, of Portland, Me.; Seamen Otto Bervge, of Norway; James Butler, of Newfoundland; James Burns, of Staten Island, and Frank Lever, of Norway, who has since died. The missing men are Mate J. H. Pierce, of New-York; Asher Palmer, of Massachusetts; Henry Carter, of New-York, and "Tim" Brandt, of Germany.

Captain Hawkins, who has followed the sea for many years, after he regained consciousness this evening, said that the storm was one of the most severe he had ever encountered along the New-Jersey coast. He stated that after the vessel struck, and he realized that they were facing death, he and his men lashed themselves in the rigging, where they remained all night, nearly freezing to death. At 5 a. m. to-day, he said, the vessel went over on her beam ends, breaking off the masts and precipitating the men into the ocean. They remained in the chilly sea for several hours, until picked up more dead than alive by the life guards.

The Abbott's cargo was valued at $1,500, and the vessel at $8,000. She was only partly insured. She was built in Boston in 1875, was of 589 tons register, 136 feet long, 32.5 feet beam and 17 feet deep.

This is the third wreck which has taken place within the last three weeks on the treacherous shoals known as Ship Bottom, which owes its name to the number of hulks which have stranded there. The Spanish ship Remedio Pascuel was torn to pieces near by on the night of January 3, and almost on the same spot where the Abbott disappeared to-day the schooner Harold B. Cousens struck on the night of January 12. The bar on which these wrecks have taken place is about four miles from Barnegat and twenty miles from Atlantic City, and is considered one of the most dangerous spots on the New-Jersey coast.

That the men suffered greatly from their long exposure is attested by the fact that Frank Lever, who died shortly after being brought ashore, was beaten almost to a jelly by the force of the waves. Captain Hawkins and the three remaining survivors of the crew are being cared for at the Ship Bottom Life Saving Station, where they will be made comfortable until they are able to leave.

JOY LINE STEAMER A WRECK.

Crashes on Ledge in Narragansett Bay and Nearly Destroys Lighthouse.

Newport, Jan. 21.—The steamer Seaboard, of the Joy Line, while on her regular trip from New-York to Boston, put into Dutch Island Harbor to-day owing to thick and heavy weather, and in trying to make an anchorage ran upon the rocks on the south end of the island. The steamer was so badly damaged that she will probably be a total loss. Her bow lies high out of the water, with her stern less than thirty feet from the lighthouse. As she is well inside of Narragansett Bay her captain and crew decided to remain on board to-night and assist in lightering the cargo in the morning.

The Seaboard left New-York last night with a general cargo, but no passengers, and ran into a stiff southeaster off Point Judith. After getting some distance across to Gay Head, and finding the sea constantly increasing, Captain Kirby decided to run into Dutch Island Harbor, in Narragansett Bay. He went by Whale Rock Light, on the western entrance, shortly before noon, although the fog at the time was dense. He then proceeded under half speed, but the tide carried him along fast, and, before he realized it, he had gone too far for an anchorage, and the little iron lighthouse on the south end of Dutch Island loomed up out of the fog, not only dead ahead, but close aboard. Pefore the steamer could be stopped, or her helm put over, she struck the ledge, and was pushed far up on the rocks.

To the lookout forward and those in the pilot house, it seemed as if the speed of the boat would carry her right to the lighthouse building itself and demolish it. But the friction of the jagged ledges proved too much, and the Seaboard finally stopped with her bow scarcely thirty feet from the light platform running around the light.

This afternoon the tug Solicitor came down the bay, and although it was high water, the tug could not get within a hundred feet of the steamer. Captain Kirby told those on board the tug that there was a large hole amidships, and her hold was flooded. The captain of the tug stated to-night that he believed that she would break her back when the tide fell.

The steam lighter Sagamore, from Providence, is now alongside, and the work of lightering the cargo will begin in the morning.

The Seaboard is of 563 tons burden. She was built in Wilmington, Del., in 1874, and is owned in New-York. For the last few years she has been running on the Joy Line between New-York, Providence and Boston.

"GLORIOUS TRIP AT LIGHTNING SPEED."
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SHELLING SAN CARLOS AGAIN.

THREE GERMAN WARSHIPS RENEW THE BOMBARDMENT OF THE VENEZUELAN FORTRESS.

Fire of the Fleet Returned and a Hot Battle Ensues, in Which the Village of San Carlos Is Burned.

Maracaibo, Venezuela, Jan. 21.—Three German war vessels, supposed to be the Panther, Vineta and Falke, began shelling the fort of San Carlos at 10:30 o'clock this morning. The fort returned the fire. The engagement was in progress at 1 o'clock this afternoon.

The correspondent of The Associated Press, in a rowboat, approached to within three miles of the fort at noon. The roar of the guns was terrific. The Panther appeared to be not more than five hundred yards from the fort. Her guns were being fired every minute. The fort could not be seen for the clouds of smoke, but it was plain that the Venezuelan gunners were answering the German fire splendidly and with great rapidity.

At 1 o'clock in the afternoon an explosion occurred, apparently in the fort, and a denser cloud of smoke covered part of the ramparts.

A number of Indian fishermen were intercepted fleeing from the direction of the fort in their dugout canoes. They reported that the smoke seen was from the burning village of San Carlos, which had been shelled by the German ships and was in flames.

The shelling of San Carlos has created much excitement among the German residents of this port, who have protested against the action of the warships.

BERLIN STILL WITHOUT NEWS.

Berlin, Jan. 21.—The Navy Department here remains silent regarding the bombardment of Fort San Carlos, at the entrance of Lake Maracaibo, by the German cruiser Panther, averring that no report on the subject has been received.

ROOSEVELT TO POWERS.

President's Note Declining to Act as Arbitrator.

Berlin, Jan. 21.—Chancellor von Bülow during his speech in the Reichstag yesterday on the Venezuelan situation quoted the note from President Roosevelt declining to arbitrate, presented to the Foreign Office here by Ambassador Tower on December 27, as follows:

The President appreciates to an extraordinary degree the honor that the powers have done him in asking him to act as arbitrator in settling their present difficulty with Venezuela. He would have been happy to meet the wishes of the powers and exert his best efforts for attaining so desirable a conclusion but for the fact that another and better way presents itself for settling this difficulty. The President has been of the opinion always that the whole controversy should be referred to the High Court of Arbitration at The Hague, since this court was created by the most important powers of the world to settle questions like the present, which involve no questions of national honor or cession of territory.

MAY INTERFERE WITH PEACE WORK.

What Is Said in London of the Shelling of San Carlos.

London, Jan. 22.—The news of the second bombardment of Fort San Carlos reached London too late to be printed in the papers of this morning, which nearly all comment upon the "olive branch" which the German Chancellor, Count von Bülow, is holding out to Great Britain in his speeches in the Reichstag, and upon the difficulties in which a Chancellor who is obliged to defend his imperial master's acts without being responsible for them becomes involved.

President Castro's demand that the blockade be raised before the negotiations are opened is regarded here as certain to create further delays, and the belief has been expressed that the second bombardment of the Maracaibo fort will greatly increase the difficulties of the situation.

"The Standard," referring to the previous bombardment of Fort San Carlos, says:

It is difficult to maintain a pacific blockade, and in the long run Venezuela must be the chief sufferer from such contretemps. It may be hoped that President Castro will see this and promptly authorize Minister Bowen to agree to the very reasonable preliminary conditions laid down by the aggrieved powers.

REBEL DEFEAT AT CORO.

General Riera Beaten Off and Now Wounded and a Fugitive.

Caracas, Jan. 21.—The revolutionary force under General Riera, which attacked Coro Monday, was obliged to retreat, leaving thirty men killed and 115 wounded behind, as well as many prisoners, a considerable amount of arms and baggage, in the hands of the government forces.

At 1 o'clock Monday morning the revolutionists under Riera unexpectedly assumed the offensive. The government supposed General Riera was at Sabaneta, but instead he appeared outside Coro with one thousand men, his entire command, and attacked the town from two different directions at the same time. One rebel column succeeded in pushing nearly to the centre of the town. At first the government soldiers were thrown into confusion, but as soon as they recovered from their surprise they stood up against the rebel attack. The government men were commanded by Generals Hermosillo and Telleria. After an engagement which lasted for ten hours, the fighting going on in the streets and from the houses of Coro, the revolutionists were obliged to retire.

General Riera, who showed great personal bravery during the fight, is reported to have been wounded in the leg. He is now fleeing in the direction of Paraguana, and he will probably embark for Curacoa.

The government lost ten men killed. The houses in Coro are riddled with bullets.

The victory of the government at Coro is held up here as proof that the revolution is far from being as successful as is represented at Willemstad, where the revolutionary headquarters are.

General Velutini, who has arrived at Macuto, near La Guayra, from Barcelona, after having eluded the vessels of the blockading powers, reports that the government has three thousand men with which to oppose the revolutionists in the Barcelona district.

It is known here that two schooners succeeded on January 16 in landing arms and ammunition for the use of the revolutionists under General Riera at a point on the coast near Coro. The fact that these schooners were overhauled by an Italian cruiser before they had the munitions of war on board, and that they succeeded in passing the blockade when loaded with arms and ammunition for the revolutionists is quoted in Caracas as proof of the truth of the frequent statements to the effect that the blockading powers are interested in aiding the revolution.

ISLANDERS SAVED BY WARSHIP.

Charcoal Burners of Los Roques Supplied with Food.

La Guayra, Jan. 21.—The Dutch cruiser De Ruyter arrived here this morning. The cruiser has visited the islands of Los Roques, where she found the population, who are charcoal burners trading with La Guayra, and whose sloops have been seized by the blockaders, to be upon the verge of starvation. The cruiser left provisions and water for eight days. The plan to convey the inhabitants of Los Roques to the Dutch island of Curacoa is to be pushed forward as rapidly as possible. A schooner will be dispatched from here for that purpose. Los Roques are one hundred and twenty miles north of La Guayra.

TRAVEL IS A PLEASURE
When made on the twenty hour Pennsylvania Special from New-York to Chicago. The equipment and speed the best to be obtained anywhere. Leaves New-York daily.—Advt.

FIRE HORSES RUN AWAY.

Blaze at T. F. Ryan's—Three Firemen Injured.

There was a slight fire last night in the home of Thomas F. Ryan, vice-president of the Morton Trust Company, and street railroad man, at No. 60 Fifth-ave. The fire was extinguished by Mrs. Ryan and servants.

One of the servants ran to a nearby corner and sent in an alarm. The men of Engine Company No. 72, in Twelfth-st., near University place, answered the call. The regular driver of the engine is on sick leave, suffering from pneumonia, and the regular engine of the company is out for repairs, both driver and engine having been used up in the large downtown fires of the last week.

A very light engine is being used, and Edward O'Connor is driving. Owing to the short distance of the run, O'Connor did not strap himself to his seat, as is customary.

On the engine also were Lieutenant Walsh and Engineer John McLaughlin. O'Connor swung the three big horses into Fifth-ave. south from Twelfth-st. As he did so the rear wheels slipped and struck with terrific force against the curb. The engine skidded out into the centre of the street. O'Connor was hurled from his seat and Walsh and McLaughlin were sent headlong to the pavement. The three horses, released from guidance or restraint, rushed on down Fifth-ave. at a breakneck speed.

When near the old Brevoort House at Eighth-st. Special Policeman Dugan took in the situation at a glance. There were scores of carriages standing about in Fifth-ave. at the time, and Dugan blew his whistle. The carriages scattered into the side streets and the three fire horses thundered by. They had run almost down to Waverley place when they swerved and the near horse of the three struck his head squarely against a dead lamppost. His neck was broken and he dropped dead instantly.

The momentum of the engine, weighing four tons, was so great that the other two horses could not bring it to a stop, and engine and horses slid along the street for about fifty feet, the body of the dead animal being dragged along the pavement.

In the mean time the men of Fire Patrol No. 2 had responded to the fire alarm, and, driving up Fifth-ave., had met the team of Engine No. 72. The driver saw what was wrong and swung about and gave chase. So when the horse fell the men of the patrol were on hand to grasp the other two of the team and restrain them.

O'Connor was picked up and carried back to the engine house. He is suffering mostly from shock, but has been hurt about the hips, seeming to be paralyzed there. It is feared that his spine is injured. Walsh and McLaughlin were shaken up and bruised, but no bones were broken.

The fire in the Ryan house started in the library, which is on the second floor. In one side of this room is a huge fireplace, in which wood is burned. All winter long there have been kept two immense logs burning in this fireplace. In the room just back of the library is a similar fireplace, standing back to back with the one in the library. It is supposed that in some manner some of the bricks in the partition between the two fireplaces became loose and permitted hot coals to come into contact with the floor joists. Mrs. Ryan said she smelled burning wood and saw smoke coming up alongside the fireplace. She called the servants, and when smouldering wood was found it took only one or two pailfuls of water to end the danger.

O'Connor is one of the heroes of the Park Avenue Hotel fire. He was the first man to go up on top of the portico over the Park-ave. entrance to the hotel, and when a woman jumped from the fourth floor he dropped on his hands and knees, caught the icy railing and caught the woman on his back. She struck him with great force and then rolled to the top of the portico, when O'Connor caught her and kept her from falling to the ground. She was unhurt. O'Connor received a medal of honor.

MEETS DEATH IN PARK.

Aged Flower Maker Falls and Fractures Skull—Had Supplied Prominent People.

Frank Miller, an artificial flower maker, who died at the Presbyterian Hospital on Tuesday evening, is said to have been a direct descendant of a brother of John Quincy Adams. His father ran the first steamboat on the Delaware River. His mother was a daughter of a signer of the Declaration of Independence.

Mr. Miller was eighty-five years old. It appears that while walking through the park on the way to his home, at No. 116 West Ninetieth-st., he was suddenly stricken with apoplexy, fell forward on the walk and rolled down the embankment by the reservoir. He was taken to the Presbyterian Hospital, suffering from a fractured skull. He died at 5 o'clock, clutching in his withered fingers a nosegay of bravely colored artificial flowers, the work of his own hands.

For the last twenty years Mr. Miller had supplied many leading restaurants and caterers in New-York, including Sherry's and Delimonico's, with the artificial flowers used in their confections. He had also made cotillon favors for many leading families.

His only daughter, Hanna, the wife of N. A. Moncagsl, survives him.

A WEE NIPPY O' SCOTCH.
and make it Usher's. Why? Because it is the standard of Scotch Whisky excellence.—Advt.