MEXICO.

Prostration of Business—The Causes—State of the Cotton Trade and Manufacture—Wool and Woollens—Regulations of the Drug Trade—Hardwares—Products of the State of Tabasco—Metal Exports—Dry Goods—Highly Interesting to Commercial Men.

MEXICO CITY, Oct. 24, 1868.

Merchants who have resided and who have done business in this capital for thirty and forty years declare that during and after no revolution has there existed such utter prostration of business as prevails in this country to-day. Some attribute it to a lack of confidence, resulting from bad legislation; others to the want of such healthy legislation as the interests of commerce immediately demand; and others, again, to a smothered fire of revolution, which distrustful merchants and capitalists in the interior imagine or believe to exist. At present there appears to be no just grounds for anticipating any immediate successful revolutionary outbreak, although it may be true, as the history of the country points, that the acorn of discontent often becomes the oak of successful defiance almost in a single night. But the merchants of Mexico should have become accustomed to all manner of surprises for having cast their lot here; they figure upon frequent changes in the government and the consequences thereof, and have only themselves to blame if they counted too positively upon a continued holiday of money making after the restoration of republican Mexico.

It answered the purpose of the struggling nucleus of republicanism to encourage merchants to aid the oppressed cause by painting pictures of untold continuous prosperity. Why should not the man of gray hairs build air castles as well as the boy in his mother's nursery? It is a pleasure for both. The feast of continued business prosperity having failed to favor us, capitalists seem mad, and in their insane clutchings of their hoarded gains they threaten with destruction old business houses by refusing the temporary loans which the vicissitudes of business in all countries often make necessary with the most reliable firms. Capital which two or three years since was seeking investment at reasonable rates of interest is hid away under bolt and bar and is denied to many anxious merchants who would gladly pay one and a half per cent per month for its use. In some instances, for a particular friend, after a most searching investigation of the books and condition of a house, loans are made at an increased percentage. Merchants are looking anxiously in all directions for help, and, desperate, they pray for the dawn of better days, although they have no idea from which direction they will come.

COTTON.

One of the cotton factories which suspended operation some weeks since has recently recommenced work, the operatives accepting the reduced price of 2s. 6d. per piece, which the proprietors declared their interests would only allow them to pay. The renewal was, however, attended with much difficulty, as the majority of the old operatives threatened with violence any of their number who should give way. The first day's work was begun with less than a dozen operatives, where but a few weeks since hundreds were employed; but the number has increased till now over a hundred are employed, a portion of whom are new hands and others from the factory still closed at Puebla. Peace has been so far secured by a guard of a dozen or two of soldiers, who are on the premises day and night. This factory, which is at Tizapan and under the administration of an American, Mr. Dodge, will soon be in full operation, with a new set of operatives—at least with the malcontents weeded out. The establishments at Tlalpan and Contreras have not started, nor have those of the neighborhood of Puebla, closed in consequence of refitting with new machinery.

The sale of raw cotton in Mexico is mostly upon credit of four and six months, deducting often ten to twenty-four pounds per bale for tare. The last sale made of good Texas cotton was at twenty-six cents per pound, in consequence of the closing of the factories and there being no demand. New Orleans cotton usually commands a higher price than the above as the shortness of the staple of the Mexican cotton makes a mixture of American cotton necessary. The cotton received in Mexico from September, 1867, and ending May, 1868, a period of eight months, is as follows:—

	Bales.
Via Piedras Negras	5,848
Via Vera Cruz	12,000
Total	17,848

WOOL.

Mexican wool is most inferior, when compared with that of any other country, owing to the entire want of care in the breeding of sheep and the treatment of the fleece. Washed wool is comparatively unknown in Mexico, and the manufacturer calculates upon a loss of an average of forty per cent in weight in the cleaning and washing. There are here two clippings annually—one in August, the rainy season, when the fleece is very dirty, and one in March, or the dry season. The price ranges as follows, according to quality and cleanliness:—August clip, thirteen to eighteen cents per pound; March clip, fifteen to eighteen cents per pound. The amount used annually in the five or six large woollen factories of the country reaches near 3,000,000 of pounds, while the smaller establishments and hand looms increase the demand, perhaps, 1,000,000 of pounds more. There are, I believe, but five or six establishments in Mexico where wool is worked up into cloths—one is near the city of Puebla, another near or at Contreras, and another in the district of Tlalucpan, State of Mexico, and known as the woollen factory of San Ildefonso. The latter establishment is probably the largest in the country, and is as well conducted as any in this country or as many to be found in foreign lands. The factory is situated north of the city of Mexico, distant about twenty miles, and was constructed about fifteen years ago. It is the property of an English firm—Messrs. Grant, Barton & Co.—and is managed almost entirely by English superintendents and master weavers. The climate is excellent, the works being above the valley of Mexico. The number of operatives employed when under full way is 500 to 600, including men, women and boys, and the machinery is both English and American. The amount of capital invested in buildings, machinery and surrounding property may be estimated at $300,000 to $350,000. The power used is water, which is abundant the year round, two Scotch turbine wheels being used. The entire works are most complete, as everything required for the use of the various departments of the factory is made within its own walls, with the single exception of such castings as may be required. There are manufactured here a great variety of cassimere and cloth, blankets and shawls, flannels and carpets. The former are of all qualities and colors, and especially such as are suited to the taste of the consuming portion of the community. They are two yards and six inches wide, and range in price from one dollar seventy-five cents to three dollars per vara. From the coarser portion of the wool a cheap carpet is manufactured, which commands one dollar twelve and a half cents per vara in the market. Blankets for army use and material for army clothing are supplied from the factory. Were the market greater and the condition of the poorer classes different, this single establishment is capable of supplying 6,000 yards per week of cassimeres. The cards and mules used are in part American, which are said to be superior to those of English manufacture, which are of old pattern. The hand loom, which seems at present best adapted to Mexican operatives, must soon make way for improved machinery.

The demand for woollen materials for clothing is not as great as it might be supposed from the fact of her having a population of 8,000,000 or more. The number of small establishments where the cheaper fabrics are made by hand are very great, and the fact is lamentable, though true, that by far the greater portion of the people of the country are not in the habit of using much clothing. As the nation advances, and men and women (I refer to the Indians) become more civilized, a respectable and decent amount of clothing will be demanded by the great multitudes of the lower classes, who are now to be seen almost naked in the market places of every city. At present the supply is greater than the demand, although there are so few woollen establishments.

DRUGS.

The wholesale drug business is carried on principally by about half a dozen houses at this capital, which together employ a capital of not over $200,000. The importation and sale of dyes and chemicals, used on a large scale by manufacturers and others, does not fall into the hands of this branch of trade, as the consumers are usually their own importers. The business is merely confined to the sale of medicines proper. Unlike the United States, here no person can pursue this department of trade unless he be thoroughly competent so to do, as shown by the result of an examination to which the candidate must subject himself before the Board of Health or its committee. Having been found competent a regular license is issued, signed and sealed by the proper authorities. So again no medicines can be sold to retail dealers unless certificates be first exhibited of their right to sell and consequently to purchase. This precaution is resorted to in order to prevent powerful medicines and chemicals falling into the hands of and being used by ignorant persons. Medical men, if not graduates in medicine of the college of Mexico, must pass a satisfactory examination before the faculty here before they are permitted to practice their profession or prescribe medicines. It might be supposed that the stringency of the times, scarcity of money, labor, &c., would occasion more suffering and idleness, and that physicians, druggists and undertakers would at all events do a thriving business, and yet I am informed that such is not the case. More people suffer and die, perhaps, but without being able to purchase medicines for their relief, and are buried at astonishingly cheap rates. In fact, Mexico is a good place to be buried cheaply if not respectably. It can be reduced to a few handfuls of dirt removed, a cheap pine box and two Indian laborers to carry the contents.

The French system of practice is probably more adopted here than any other; consequently there is a decided demand for all the preparations of mercury. Magnesia, chloroform and sarsaparilla also meet with large sales, as diseases of the digestive organs, nervous system and of the blood prevail. Opium is worth $8 to $9 per pound, in gold; magnesia, 50 cents per pound; Epsom salts, 25 cents to 30 cents per pound; calomel, $2 to $2 50 per pound. Jalap, camomile flowers and sarsaparilla pertain to the country in great abundance. Sales are made on time and the wholesale dealer is often a year and a half or two years waiting for his returns. Like all other branches of trade, the drug business feels the present stagnation.

HARDWARE.

Dealers have been compelled to stop importing goods, except a few required to keep an assortment, so limited are the sales. During the best times this branch has been represented throughout the republic by half a dozen houses, whose combined transactions would not perhaps more than equal those of a single large house of New York or London. There is no prospect that the trade will be materially increased till emigration sets in toward Mexico, or until housebuilders, agriculturalists and others conclude that modern improvements in the various departments are practicable in Mexico as elsewhere, when high mud walls and bars, shutting out the sunlight as well as the thief, shall be replaced by more modern appliances.

There are now several iron mines and manufactures being worked in Mexico, among which are those known as "Encarnacion, Zunapan and Zacualpan." These produce all classes of iron, except sheet and hoop, sufficient to supply the Mexican market, at least upon the Gulf side. Establishments here whose sales were formerly over $500 per day, now more frequently sell less than $100 worth and on time. Carpenters' tools are mostly imported from England, although the common and cheaper articles of this class are of German manufacture. Axes, adzes, augers and auger bits are the principal articles of hardware which are imported from the United States. The market is well supplied for a year or perhaps longer. Sewing machines have been pushed upon the market here, and the native as well as the foreign population are learning how to use them and with profit. The demand is small and supply ample. Prices range from $80 to $200. They are as yet but very little used for any other than household work. The trade in chandeliers and lustres, highly ornamented and made brilliant with cut glass, has been an important one for many years, but now threatens to be cut off by the recent introduction of gas into the city. For the interior a moderate demand continues. Gas fixtures to meet this market will soon be introduced by an American firm from the United States to compete with those of English manufacture now offered by the gas company. General hardware is commonly English and German; supply abundant, sales few.

The Department of Industry has recently published a report from Tabasco. I glean therefrom the following list of plants and woods which pertain to that State:—

COTTON—*Gossipyum arboreum—Linnæus.*—Quality good.

RICE—*Oriza sativa.*—Of excellent quality, large grain and abundant, yielding usually 120 grains for each one planted. There are large and profitable plantations throughout the State.

COCOA OR CHOCOLATE—*Theobroma Cacao—Linn.*—This product of Tobasco, by its excellent flavor, has become a special article of exportation. Three crops are raised annually, 1,000 trees or plants producing each year 621 pounds of product. Its culture is being greatly increased.

COFFEE—*Coffea Arabica—Linn.*—Quality good and product averaging annually six and three-quarter pounds for each plant.

SUGAR CANE—*Saccharum officinarum—Linn.*—Crop very abundant and is perennial.

PEPPER—*Capsicum annum—Linn.*—This crop is abundant, but, as it is a favorite article of food among the natives of Mexico, the demand for it is very great and the local consumption usually about equal to the supply.

BEAN (Frijol)—*Phaseolus vulgaris—Linn.*—Four varieties are cultivated. The yield is twenty-six grains for one planted. This crop is enormous and would be still greater were it not popular with the wild animals. It is a national dish.

CORN—*Zea Mais—Linn.*—Cultivated abundantly-demand great and yield 160 for one. Two crops each year.

ORANGES (sweet)—*Citrus aurantium.*—Abundant and superior.

PLANTAIN—*Musa paradisiaca, musa diffartiana, &c.—Linn.*—There are six distinct varieties; are cultivated upon the banks of rivers; are abundant and exquisite.

PALASTI.—*Theobioma bicolor.*—Abundant; used as a confection.

TOBACCO—*Nicotiana tabacum.*—Cultivated abundantly and is of superior quality. It is often preferred to the Cuban product, and the cigars made in Tabasco are mostly sold in the United States and Europe as choice Havana brands.

TAMARIND—*Tamarindus occidentalis.*—Produces well, but is little cultivated.

TOMATO—*Licopusicum esculentum.*—Abundant.

The following varieties of woods and timber abound, representing strength, durability, toughness, beauty of color, elasticity and aromatic and dyeing qualities:—Achiote, arnica, cascarilla, calahuala, caoba (this tree attains a diameter of six to seven feet), caracaligo, cedar, cocoite, chico-zapate, guapaque, guayacan, guasimo, jagua, jaguacte, india rubber tree, maculis, macayo (the latter has lately given a new anti-periodic to materia medica), palo de tinte, papiste, quebra-hacha, vanilla and zarzaparilla. The above are used in constructions and in the arts. Many of them are exported as dyes and in the manufacture of tools, &c., where ebony, lignum-vitæ, &c., are required.

The exportation of metals from Mexico for the year beginning on the 1st of July, 1867, and ending the 30th June, 1868, is as follows, according to the duties paid in the city of Mexico and at the ports:—

Silver coined	$18,162,226 70
Gold coined	1,460,029 34
Silver	9,163 89
Silver bullion	303,531 65
Gold bullion	34,862 67
Total	$19,969,823 25

The above amount was exported as follows:—

FROM THE GULF COAST.

Silver coin	$12,175,435 47
Gold coin	1,333,428 00
Silver	9,063 89
Total	$13,517,973 36

FROM THE PACIFIC COAST.

Silver coined	$5,762,543 27
Gold coined	104,932 00
Silver	100 00
Silver bullion	303,531 65
Gold bullion	34,862 67
Total	$6,205,969 59

FROM THE FRONTIER.

Silver coined	$224,205 96
Gold coined	21,669 34
Total	$245,875 30
Grand total	$19,969,823 25

DRY GOODS.

There are here some five or six large wholesale dry goods houses, and many smaller ones, which together in years gone by have done a business probably reaching $6,000,000 annually. During the past year the amount has been reduced one-half. England and Germany supply most of the goods, the United States and France but very little, and the latter mostly fancy goods. Very little importing is now being done, and, in fact, orders have been sent to Europe by most of the large dealers that nothing should be sent out except such few articles as they may especially order to fill out their assortment. Formerly all large and small retail dealers purchased their goods of the large importing houses; at the present writing all of the large and most of the small retailers import their own goods directly, resulting in the utter destruction of the business of the large importing houses. The latter have been compelled to open retail stores in order to dispose of their goods and keep their firms afloat. The present prostration of business has resulted in the most frantic efforts to dispose of the stock on hand, and yet comparatively without success, although often sold at less than cost, and in most cases on eight months' time. Too often the purchaser, after taking twelve months, demands a renewal for another term, and in cases which have come under the knowledge of your correspondent liabilities are not met at all, failures following, or, if part is paid, a portion or all of them stolen upon the way to the capital by robbers. The inducement to engage in mercantile pursuits here is not very great. No improvement can be expected until wise legislation and active operations on the part of the War Department shall make life and the investment of capital tolerably secure, thus restoring public confidence.

Although most of the people who make up Mexico's 8,000,000 wear either a blanket or at best coarse cotton clothing, the higher classes wear woollens, mixed silk and woollens, cassimeres, &c., as well as cotton goods generally of all classes.

The average direct Custom House duties on dry goods are twenty-five per cent upon value as invoiced. There is, however, another duty imposed called "additional duty," which is seventy per cent on the twenty-five per cent direct duty. At the City of Mexico another additional duty of eighteen per cent on the twenty-five per cent is imposed, making a total customs duty of forty-seven per cent on the value of the goods. This is complained of, and a commission is now employed in preparing a new tariff list, which, however, it is announced by Mr. Romero in his finance report, will not go into effect for a year or more, so that importers need not hesitate to make their transactions.

Minister Romero Taxed with Falsification of Figures—Revelations Expected About the Treasury—The Case of General Cauto Before Congress—The Export of Ores—Railroad Matters—The Sullivan Case.

MEXICO, Oct. 29, 1868.

The *pronunciamientos* which some months threatened the loyalty of several of the powerful States of this republic having at length been suppressed, we have lately had in their place a revolution, so to speak, of individuals against individuals. In part they have been successful, as in the instance of General Cauto against General Patoni. The efforts against Gomez Cuervo were less successful, as he was defended by the talented young lawyer Mr. Lancaster Jones, who, though a Mexican, can boast of Anglo-Saxon blood in his veins. Just at this moment Mr. Zambrano, formerly at the head of the Bureau for Nationalization of Church Property, and a subordinate officer of Mr. Romero, has pronounced against his late chief by publishing statements and data showing that, in his opinion, the country is in great danger from the maladministration of the Treasury Department. Mr. Zambrano declares that there is a deficit in the revenue of $6,000,000, and that Mr. Romero has, by falsification of figures, made up his sum total to an amount exceeding that of the appropriation bill. Mr. Zambrano also charges the Treasury Department with speculating in Spanish bonds and other dishonorable acts, and has succeeded in making a strong impression against Mr. Romero, especially among such as have opposed the present administration and are anxious to be so impressed. It is not at all certain that the more substantial part of the community are ready to subscribe to the opinions and declarations of Mr. Zambrano, especially as it is known that he was recently removed from the head of the Bureau for the Nationalization of Church Property, and that his own record needs a little clearing up before he makes charges against others; at least so it is stated by those who should know. It is understood that Mr. Zambrano refuses to surrender to the Treasury Department the books pertaining to the section of which he was late chief, and also that his late associates and sub-officers claim from him percentage money, which belonged to them all, and which they call upon Mr. Zambrano to divide. The *Diario Oficial* has undertaken to answer the charges made, and the *Monitor Republicano* is the organ made use of by Mr. Z. Statistics and counter-statistics have appeared; but as the war of pens is not over it is not possible as yet to make a just estimate of the strength of the positions taken. As usual we meet the ominous nods and shrugs of wiseacres who profess to tremble for Mr. Romero and who predict a break-up in the Cabinet. There is no reason to suppose that such a crisis will be effected by this new effort of the disorganizers. I shall take occasion to note the issue of this discussion and the merits of the case.

As I have advised you by telegraph the Congress of the nation having had the case of General Cauto under advisement, as he had claimed the privileges of a Congressman—inviolability of person and property—that body, by a unanimous vote, declared that the evidence against him was such that justice required his trial before the courts. He will accordingly be taken to Durango the latter part of this week, where most of the witnesses reside and where the crime was committed. The feeling at this capital on the part of the populace towards him is such that the most violent applause was accorded by the audience in the galleries to such members of Congress as paid tribute to the memory of General Patoni and insisted upon the punishment of his assassin. The people of Durango are no less the admirers of the late General Patoni, and it would seem certain that Cauto will receive his just reward from the courts of that State, especially as all of its public men view his murder of Patoni as an insult to the State. I may here mention the name of Patoni's late comrade in prison, Gonzales Ortega, is prominently mentioned in connection with the governorship of the State of Zacatecas. Mr. John A. Mateos made an eloquent speech in Congress, in defence of Cauto; but the evidence was entirely too strong against him, notwithstanding the fact that the officer of the troops who did the shooting died a death of violence in a private quarrel soon after, and could not, therefore, give his evidence. Joaquin Alcade and Ignacio Ramirez declined to act as his defenders.

A bill has been introduced in Congress, which is to be acted upon finally to-day, with regard to the exportation of ores. According to the present laws no ores are allowed to be exported, except from Lower California, since the year 1861. The law now under discussion imposes a tax of six per cent upon the product of silver ores to be taken out of the country, which product is fixed by assays to be made before shipment. The tax upon gold ores under the same law is fixed at three per cent of the product.

Congress has finally awoke to the ridiculous position in which it has placed themselves by its action for the past ten months upon all of the railroad questions which has come before it. Its committee to which was referred the petition of the American and Mexican Railroad and Telegraph Company for the restoration of the privileges conceded by President Juarez on the 15th of April, 1865, and annulled on the 6th of August, 1866, have reported in favor of the restoration of rights and privileges to said company, and on the 26th of this month offered to Congress a project of law in favor of said company which cannot fail to have a beneficial effect upon such American capitalists as may be contemplating the investment of capital here. Several New York and Pennsylvania capitalists are said to be interested in this road.

Mr. Le Lère is here for the third time in fifteen months and is asking some changes in the terms of his Tehuantepec concession. It is said he will be successful, at least in part, and that work will ere long commence on that line also.

The opposition, having spent their fury upon the Mexico and Vera Cruz Railroad Company for the past ten months, are now exhibiting symptoms of fatigue, and as the company proposes to surrender the exclusive privilege contained in the decree of President Juarez for the construction of all the branch roads of the line from Vera Cruz to Mexico, and as it proposes to reduce the tariff of freight and passengers twenty-five per cent, and as Mr. Zamacona and others have become alarmed at the imminent danger of having no road for another quarter of a century, there are strong symptoms of a breaking down on all sides and a grand compromise, which will end in the immediate commencement of work upon the line to Puebla and the direct line to Paso del Macho. This will satisfy a great demand which exists among all classes between this city and Vera Cruz for labor and will occupy the class who have been forced into rebellion against the government or against the private rights of individuals. If these three enterprises are favorably acted upon by Congress—viz., the Mexico and Vera Cruz, the Tehuantepec and Presidio del Norte and Guaymas railroads—it will be the first legislation which looks towards the development of the country on an enlarged and enlightened scale. The next thing needed is immigration, the introduction of Anglo-Saxon families. Of the mixing of races by marriage I shall not at present express my opinion.

The scandalous action of the courts in regard to the funds of Mr. James Sullivan, an English citizen, continues, and there seems to be a prospect of their giving him his money. It is probable that the papers in the case will be sent to the English government very soon unless the government here compel its dishonest officials to disgorge. This is the case of the money and property held by an agent who died. The property was put under the English seal by the English Consul, which was disregarded and broken by the official here, and the effects, bank account, &c., taken possession of. Nearly thirteen months have passed since the occurrence; all of the legal processes have been passed through, but the depositor will not or cannot give up the money, for the reason, among others, that he has invested it and cannot find it convenient. Legal quibbles are as plentiful here as in any country.

Colonel Gagern, the secretary of the Governor of Vera Cruz, has arrived here on some business with the government, and has been thrown into prison by the order of the Secretary of War. The *Globo* states that the reason is that Colonel Gagern accepted the secretaryship without the permission of the general government. Colonel Gagern was an officer of the liberal army during the late war of intervention, and is a German by birth.

The *Diario Oficial* publishes the correspondence between the London bondholders and this government relative to the appointment of Mr. E. J. Perry as agent of said bonds.

A most ridiculous despatch recently reached here from Vera Cruz, which was published in one of the daily papers, which stated that there was a party in Cuba which favored the annexation of Cuba to Mexico, following the troubles in Spain and her declaration for a republic, as it was announced here.

The supposed assassin of Santos Degollado is being tried for his life.

There recently arrived here from Austria two sets of silver for M. Martinez de la Torre and M. Palacio as a token of esteem and appreciation for the efforts which these gentlemen made as legal advisers of Maximilian in his defence. They are understood to have been sent by the Emperor of Austria and to have cost far up into the thousands.

A subvention of $5,000 has been granted by Congress to a company which propose to establish a line of steamers on Lake Texcoco. One has already been built and others will soon be in process of construction. Messrs. Závala, Macin and Fuentes y Muñoz are the company. The latter two are known in the United States.

Young Buchell died recently from an injury received from a horse when attempting to assist a friend who had a difficulty on the Paseo.

The Mint of Guanajuato coined in the week ending September 17 $42,000 in silver and $26,000 gold. The mines of Guanajuato gave $10,325 00 for the week ending October 10.

Mr. Beers, a young English gentleman, was accidentally killed by the discharge of a Henry rifle a few moments since.

The Right to Carry Arms Established—A Pacific Coast Steam Line—The Death Penalty—Criminal Affairs—News from Guerrero, Michoacan and Tamaulipas.

HAVANA, Nov. 7, 1868.

The English steamer Tamar, from Vera Cruz on the 1st inst., arrived at this port yesterday and brings news from the capital to the 29th ult.

Congress has passed a bill authorizing the government to take $50,000 in shares of the Tlalpam Railroad, provided the work be completed on or before the 31st of May next. It has also passed the government project authorizing the right of private individuals to carry arms.

Señor Ossage had arrived at the capital from Oaxaca, bringing a project to establish a line of steamers, under the national flag, between Acapulco, Port Angel, Ventosa, Tonala, San José de Guatemala and all the ports of San Salvador and Honduras.

The council of war on the case of ex-Lieutenant Colonel Flores and one of his accomplices have sentenced both to death. Their defenders have applied for pardon. The press generally opposes the death penalty.

The political Prefect of Guadalajara, with twenty-eight of the police, recently encountered the band of Nemesio Navarro. They killed three of the robbers, took three prisoners, twenty horses and many arms. What remained were subsequently pursued by the Prefect of Zapotlanejo, who killed ten and captured six.

A Spaniard named Llano had been murdered by by some robbers on the Esperanza hacienda. They also killed the overseer.

A Spaniard named Alvaro de Prender has been apprehended as a pernicious foreigner.

Diego Alvarez continues to levy the Custom House duties at Acapulco and it was intended to accuse him before Congress.

The Legislature of Michoacan has declared the 21st of October to be a day of mourning in the State in anniversary of the bloody executions of Arteaga, Salazar, Diaz, Villagomez and Gonzales, who were sacrificed by the intervention in Uruapan.

The forces of General Roche had arrived at Victoria in pursuit of the bands marauding in the State of Tamaulipas. The story of the assassination of Escobedo is not true, he having arrived safely at Victoria.

OCEAN STEAM NAVIGATION AND THE QUESTION OF SUBSIDIES CONSIDERED.

TO THE EDITOR OF THE HERALD:—

For a quarter of a century prior to the establishment of ocean steam lines between Europe and America the United States were in possession of a large preponderance of the carrying trade between the two continents. Our improvements in shipbuilding, the steady increase in the size of our far famed packet ships, and the consequent diminution in the cost per ton of working them had left us almost without a rival on the ocean. It was in those days the pride of Americans to witness in every important seaport in every part of the world the Stars and Stripes floating from the masts of the finest and largest ships. The British Indiaman of 700 or 800 tons burthen, ceased to command ordinary respect along side the Liverpool and New York liners of double the tonnage. At the time that steamships became a "fixed fact" we had made a great advance, even on our own ocean packets, by the construction of clipper built ships. In tonnage these rapid sailers exceeded their predecessors considerably, and because of their increased length and finer lines and the application of the hollow water line to their entrances and clearances they reduced the average length of voyage across the ocean nearly one-half. Yankee ships and Yankee enterprise were, in those palmy days for our merchants and shipbuilders, the constant subject of remark in all commercial countries, and the development of our commerce by means of our own superior ships had become both the envy and the admiration of the whole civilized world.

Such is the tenacity with which trade and travel adhere to established usage and follow old accustomed methods of transport that the highly subsidized lines of English steamers had for several years to contend for a share of the lucrative carrying trade of which we had, by the means referred to, acquired almost a monopoly. Our merchants at length began to see that the steamers would ultimately win the day and obtain the bulk of if not the entire passenger business; but they clung with great zeal and pertinacity to the fast sailing clipper or half clipper ships for the transport of freight. At length after the English steam lines had been ten or a dozen years in successful operation and were gradually engrossing the best paying descriptions of freight, some of our more far seeing merchants began to consider the question in a broader and more practical light. They saw that the days of sailing vessels were numbered, and that we could no longer hold the commercial sceptre of the seas if we did not promptly turn our enterprise in the direction of steamships. Everybody knows what followed. Congress with commendable liberality granted a postal subsidy to a company—afterwards known as the Collins' Company. Ships, in size, accommodation and steam power, far superior to the Cunard steamers were built and put on the line between this port and Liverpool. For a time we seemed to have regained our old prestige on the seas, but it turned out to be only seeming. These costly structures, with equally costly engines, proved to be great failures. Their consumption of coal and cost of maintenance were such that even the very liberal postal subsidy could not sustain them, and the misfortunes and numerous accidents and break downs led to the final refusal of Congress to renew the subsidy, so the company ended in bankruptcy and mortification.

Meantime the rivalry engendered by this short-lived and singularly unlucky attempt to maintain our supremacy of ocean trade led to an immense improvement in the models and machinery of the English steamers. Scientific naval architects investigated the whole subject of designing and engineering ships, and succeeded, by inviting shipowners and practical builders and engineers to meet together, first in the rooms of the Engineers' Association in London and afterwards in those of the naval architects, in effecting numerous and important improvements in their steamers. French engineers, always on the alert for improvements, availing themselves of these valuable opportunities to acquire a knowledge of first principles, became rivals of the English. The result has been that the carrying trade on the ocean—except the coasting trade, which we control through our exclusive navigation laws—has become a monopoly in the hands of the English, French and Germans, who get their ships chiefly built in England.

The rapid glance thus taken of the changes and vicissitudes of the ocean carrying trade during the last forty years should be full of interest to every American reader. We had succeeded in constructing wondrously fast lake, Sound and river boats, but when brought into active competition, aided by a most liberal subsidy, with British steamers, we broke down, and, in a very un-American style, gave up the contest. Our shipbuilders are idle; and the building yards which once swarmed with skilled workmen are either silent and closed or keep a few score men at work on an occasional river or ferryboat.

The almost entire annihilation of so important a branch of national industry, carrying with it, as it does, in consequence of our exclusive navigation laws, the loss of the transatlantic carrying trade, and of our prestige as a first class maritime Power, is a source of deep humiliation and chagrin. Some writers have imputed this loss to the raids made on our shipping by rebel cruisers during the war. Nothing can be more unfounded than this assumption. Our lines of steamers had proved failures before the war began, and though we have had four years of peace there is no symptom of a revival of the business. Such arguments must, therefore, be dismissed as worthy only of stump orators, who rarely ever look below the surface of things, and rely, rather, on denunciation and invective than on sound common sense conclusions. However unpalatable it may be to our national vanity, the true reasons for the decadence in question should be honestly laid bare and admitted. The truth is that for one reason or another we have fallen behind European nations in the art of shipbuilding. The writer has on several occasions endeavored to point this out without wounding the *amour propre* of our worthy shipbuilders, who have ever been accustomed to the praises of unskilled and unlearned writers. It is therefore proposed to point out how and where they have failed.

The circumstance that our naval designers have been unable to improve their lake and river models so as to obtain an increase of speed on a given engine power for over twenty years must be taken to be strong evidence that they have been at least stationary for that period. We have nothing now on our inland waters in the shape of steamers to surpass in speed and seaworthiness such boats as the City of Buffalo and many others that run on our lakes nearly a quarter of a century ago. But it is when we come to a comparison of our ocean steamers with those of England and France that we are put to the blush. It does not require the skilled eye of the scientific naval architect to point out the superior points and beauty of these foreign built vessels as compared with our own.

Those accustomed to cross our Jersey City and Staten Island ferries will have had frequent opportunities of remarking the very striking difference in the style of the two classes of steamers—those of European and those of American build. Such observers are at once struck with the great length, fine lines and general symetry of the foreign steamships. On the other hand when their attention is drawn to a "bulky, unwieldy, Dutch" looking steamer short and high out of the water, with no end of, what sailors call "top hamper," they guess at once that she was built on the East river somewhere below Thirtieth street. Even the much praised wooden structures, built and building, for the Subsidized Pacific Mail Company, are no exceptions to the rule stated. They are vast and costly, and as mere floating hotels compare favorably with European steamships. As ships they are expensive to build and very costly to run, because each one has to carry on every voyage she makes, about 500 tons of unnecessary dead weight, which renders an increase of engine power and a large daily increase of fuel indispensible.

Wood, as a material for the construction of the hulls of ships, has been pretty nearly discarded by European builders, and only continues to be used by our more conservative merchants, who think a saving of ten or fifteen per cent on the first cost better than saving twenty-five per cent annually in operating them. But it is claimed by some of our more advanced shipbuilders that they can construct iron ships at least as cheaply as we can build of wood. They, however, say that American merchants and capitalists are timid about investing in steamers of the size and design required to compete with the European lines, although many of those lines are said to be paying fifteen to twenty per cent per annum on the capital invested. On the other hand it is alleged by our capitalists that no sound business man can be expected to enter into competition with those lines that monopolize the lion's share of the first class passenger business and obtain the best paying descriptions of freight, and at the same time receive very liberal subsidies from European governments.

This brings us down to the question of mail subsidies. It will scarcely be doubted that the misfortunes and final break down of the Collins line of steamers influenced Congress in its refusal to renew the subsidy to them or any other company. The question, it may be said, now presents itself in a new and more national form than heretofore. The war, though disastrous to a large number of people in one section of the country, has had a most important and permanent effect on our future destinies. It has made us a nation and a first class Power. To maintain this exalted position it is indispensable that we should regain our prestige as shipbuilders and ocean carriers. To do this we must just take one or two steps in advance of our rivals, who have temporarily distanced us in the race. We must stop building wooden ships, and especially sailing ships. These latter will shortly become useless lumber, for they can no longer successfully compete with steamers, except in out of the way business.

Iron vs. wood. Let us see more clearly how this case stands. An iron or steel hull weighs one quarter less than one built of wood, and will last about three times as long and requires but a small annual outlay for repairs. The repairs on a wooden hull in fifteen to eighteen years, when the structure is no longer seaworthy, amount to about as much as the original cost, and then she is condemned and broken up. The repairs on an iron hull in the same time time cost comparatively little, and she is good for twenty or thirty years longer. Indeed, it is not easy to determine the longevity of well constructed and well taken care of iron vessels. Some experienced shipowners in England seem to think that, with proper treatment, they may realize the highest biblical age assigned to man—four score years. Then there is the immense advantage in favor of iron already alluded to—namely, saving in weight of hull. If the weight of an iron ship of a given size be 1,500 tons, a similar wooden ship will weigh 2,000. If she be intended for freight and emigrant service, there will be a saving of 500 tons on every voyage, equal to $4,000 or $5,000, or $80,000 to $100,000 a year. If the ship be designed for a first class mail and passenger steamer, where high speed is essential, then the 500 tons saved can be used for additional steam power. But a very important element in the attainment of high speed is light draft, because it is a law of nature that the resistance of water to moving bodies at a given velocity increases in a certain ratio as the depth of immersion increases. Whatever, therefore, tends to diminish the weight of the structure of a ship enables the scientific designer to combine fine lines with light draft.

The reader may inquire what all this has to do with government mail subsidies. A little reflection will show that these well established principles and facts have everything to do with the question. If the public aid be given to encourage the establishment of a first class line of steamers, to be built and owned by Americans, the conditions of the ships should be specified in the contract. If we are going to beat the fast English and French steamers we must avail ourselves of all the knowledge extant on the subject of naval architecture. They must be longer and wider, than those ships, with a proportionately greater engine power. These vessels are, many of them, 370 feet long. To beat them we must go up to 450 or 500, and not increase, or rather we must diminish, their draft. There is no trouble, with our present knowledge, in designing and engineering such a steamer so as to make eighteen nautical miles an hour. The City of Buffalo and others like her made twenty English miles. This will reduce the average voyage from ten or eleven to seven or eight days.

Congress, in considering the postal subsidy question, should make itself familiar with the general principles which lie at the bottom of the subject, and on the adoption of which must depend any renewed effort to get back our old renown on the ocean. To grant a mail contract and subsidy to those who either do not understand the difficult problems of naval architecture or to those who are still worse by reason of their prejudices in favor of exploded principles, will only be to lead to new failures and fresh mortifications to our national pride.

To secure such a line of steamers as those alluded to Congress may safely authorize and require the Postmaster General to enter into a contract to pay the company an annual sum sufficient to enable such company to raise the necessary capital. The postage on the mail matter carried by such steamers will fully indemnify the government against loss. But even that is a secondary consideration compared with the moral effect it will have on our maritime interests.

We are about to complete a grand highway from ocean to ocean for the transport of the people and the commerce of three continents. The business of the Atlantic and Pacific Oceans, and of all the countries whose shores are washed by their waters, or are accessible by rivers and railways from their interiors and which seeks access to foreign markets, will be concentrated at New York and San Francisco in order to obtain rapid transit across our great inter-oceanic lines of railway, for we shall need several. The time is, therefore at hand—and never was a time so favorable—when we may regain, by a bold and statesmanlike policy, the footing we have lost on the Atlantic. The day is also not far distant when passengers may be transported from San Francisco to Liverpool in a fortnight—a period not long since required to cross from New York to Liverpool. With similar ships on the Pacific the journey between China and Europe may be performed in less than a month. It is suggested that a special joint committee of the two houses should be appointed to inquire into the causes of the failure of our transatlantic steam lines and to consider the propriety of granting a mail subsidy to proper and responsible parties.

It may be that our public men have not yet been educated up to the high estate that Providence has prepared for us as a civilized nation, and that narrow and sectional jealousies may postpone the granting of the necessary aid to accomplish all that is required of us. Congress should consider the question entirely from a national point of view, and failing to recognize the necessity of aiding to retrieve our status on the ocean by steamers built by our own builders they should repeal the navigation laws, so as to allow our merchants to buy their ships in the markets of the world. This is the only consistent course that can be taken. Either do this or remove the duties on iron and other commodities imported specially for shipbuilding and place our capitalists on the same footing as those of other transatlantic countries in regard to postal subsidies.

There is much error existing in the public mind in regard to mail subsidies. They are too commonly treated as mere bounties paid to shipowners for doing an unimportant public service. The government of Great Britain, it is said, receives a pretty full cash return on the mail matter carried by the Cunard Company. It is, therefore, only a fair bargain, the company giving full value for all it receives from the public exchequer. H. B. W.

POLITICAL INTELLIGENCE.

General Grant's Cabinet—Who Shall Be Secretary of State?

[From the Chicago Tribune (Grant organ), Nov. 17.]

In the British government the Secretary of the Treasury stands at the head of the Cabinet; but in the American government the Secretary of State, who has charge of foreign relations, is considered to hold that exalted rank.

The President of every administration, from Washington down to the present day, has selected the ablest obtainable material in the party as Secretary of State. Look at the bright constellation of stars which have shone in the State Department, in the order of their succession:—Thomas Jefferson, James Madison, James Monroe, John Q. Adams, Henry Clay, Martin Van Buren, Edward Livingston, John Forsyth, Daniel Webster, John C. Calhoun, James Buchanan, John M. Clayton, Edward Everett, Wm. L. Marcy, Lewis Cass, Wm. H. Seward.

Six of these men were afterwards President, viz:—Jefferson, Madison, Monroe, Adams, Van Buren and Buchanan; and four of them were candidates before the people for the Presidency, viz.:—Clay, Webster, Calhoun, Cass, and almost Seward.

General Grant must find a compeer who can average with these. All Presidents put their best foot forward in the selection of Secretary of State. What timber has General Grant to select from? Let us see. There is the courtly and suave Senator Charles Sumner; the accomplished, polished and learned J. Lothrop Motley, late Minister to Austria; Charles Francis Adams, late Minister to England, of aristocratic mien and manners, cold, haughty, talented and high bred, and, lastly, Edwin M. Stanton, late Secretary of War, a man of great brain power, fearless, direct, unyielding and a scorner of diplomatic intrigue and hypocrisy. If he were Secretary of State Great Britain would settle the Alabama and other claims without much more circumlocution, evasion, insolence or procrastination. As President Grant will lay his finger on a first class man if he takes either of these men, and as he can, we presume, command their services, we cannot see the force of the statement made by a contemporary that he would not be able to find a man for Secretary of State who would compare favorably with those who have filled that office.

Political Notes.

The New Orleans *Picayune* evidently has a not very exalted opinion about ex-Secretary Stanton as Secretary of War under General Grant. Hear it:—In all the gossip and speculation about Grant's Cabinet no mention is made of Stanton in connection with the War Department. Heaven be praised! Stanton, Secretary of War, would be the heaviest blow Grant's election could inflict upon us. We should fall once more under the rule of the Sheridans, the Mowers, the Reynoldses and the Sickleses, and chaos would come again.

The official majority for Hartranft, the republican candidate for Auditor of Pennsylvania, at the October election, was 9,677; that of Grant for President in November, 28,898.

The Indianapolis *Journal* publishes the oft-quoted phrase, "After Grant—what?" and immediately adds, "Hon. Henry Wilson."

It is stated that Mr. Kelley, of Pennsylvania, will introduce the proposed amendment to the constitution establishing universal suffrage in the United States. The republican journals are not unanimous in their support of the measure.

"The newspapers have you married as well as chosen Vice President," said a friend to Mr. Speaker Colfax the other day. "Elected, but not yet sworn in in either case," was the reply.

The Springfield (Ill.) *State Register* (democratic) is not particularly complimentary to a former distinguished New York democrat, if in earnest when it says:—

It is gratifying to notice the unanimity with which our suggestion of the removal of Mr. Belmont from the National Democratic Committee is seconded by the Western press. Whatever good he may have done our cause in time past has been abundantly rewarded by the distinguished position he has held among us. The evil he has done us recently can only partially be atoned for by expulsion from our councils. If at heart a democrat let him work in the ranks with the humblest, for the very humblest deserve more consideration than he.

Ex-Congressman James M. Ashley, of Ohio, is out in a long statement in which he makes the strange admission—for a Western man—that "he never was at a horse race, never in a gambling house, never purchased and drank a glass of spirituous liquors during any canvass," &c. No wonder he was defeated.

The Savannah *News* states that fifteen young gentlemen of Montgomery, who decided to go to California if Grant was elected, have changed their minds on account of the earthquakes. Alabama is under great obligations to the earthquakes for preserving to her so many valuable citizens.

If General Shields is elected for the Sixth Missouri district, as it now appears he is, he will have the rare and singular distinction of having represented Illinois and Minnesota in the Senate and Missouri in the House, besides having sought Senatorial honors at the hands of Oregon.

THE INDIAN WAR.

Preparations of the Commanding General to Take the Field—The Headquarters Trains and Escort Sent Ahead—The Indian Scouts—The Staff of the Commanding General in the Field—The Post at Fort Hays—A Fight with the Savages on Big Coon Creek.

HEADQUARTERS DEPARTMENT OF THE MISSOURI, IN THE FIELD, FORT HAYS, Kansas, Nov. 14, 1868.

This post has been unusually lively to-day, and everything bears the aspect of war in earnest. To-morrow being the day fixed by General Sheridan for his departure to the front, south of the Arkansas, to take command in person of the operations of his columns against the hostile savages, Company C, Tenth United States cavalry, the scouts, orderlies, Indians, baggage, headquarters, trains and extra horses were sent ahead, giving them one day's start of the General and his staff, which will leave to-morrow (Sunday), overtaking the train at the North Fork of the Pawnee, about forty-eight miles on the way. The column which moved to-day is commanded by First Lieutenant Thomas Lebo, Tenth United States cavalry, which moved under the following orders:—

HEADQUARTERS DEPARTMENT OF THE MISSOURI, IN THE FIELD, FORT HAYS, Kansas, Nov. 13, 1868.

Lieutenant LEBO, Commanding Company C, Tenth cavalry:—

The Major General commanding directs that you proceed with your command, the orderlies, private horses belonging to the staff, and headquarters train at eleven o'clock A. M. on Saturday, Nov. 14, to Big Timbers, crossing on the Dodge road, where you will go into camp.

On Sunday you will leave Lieutenant Tayler and twenty men of your command at Big Timbers, to await the arrival of the Major General commanding, and proceed yourself with the balance of your company and the wagons and lead horses to the Pawnee, crossing North Fork, where you will go into camp for the night and superintend the pitching of the tents belonging to headquarters and await the arrival of the Major General commanding.

The scouts and Indians will accompany your command.

On your arrival at Walnut creek, on Sunday, you will leave the orderlies of the following named officers with their respective horses to await their arrival at that point:—Major General Sheridan, Brevet Brigadier General Forsyth, Brevet Lieutenant Colonel McGonnigle, Brevet Lieutenant Colonel Crosby and Assistant Surgeon Asch.

I am, very respectfully, your obedient servant,
J. SCHUYLER CROSBY,
Brevet Lieutenant Colonel, A. D. C.

The following orders were issued to Lieutenant Silas Pepoon, commanding scouts:—

HEADQUARTERS, DEPARTMENT OF THE MISSOURI, IN THE FIELD, FORT HAYS, Kansas, Nov. 13, 1868.

Lieutenant PEPOON, Commanding Scouts, Fort Hays, Kansas:—

SIR—You will move your command on Saturday morning, the 14th inst., at eleven o'clock, in connection with the movement of headquarters train and Company C, Tenth cavalry, to Big Timbers, where you will go into camp for the night.

On Sunday you will move, in connection with Lieutenant Lebo's command, to the Pawnee, crossing on the Dodge road, and there go into camp and await further orders from these headquarters.

By command of Major General SHERIDAN.
J. SCHUYLER CROSBY, Brevet Lieutenant Colonel, Aide-de-Camp.

The Indians who accompanied this column are a party of the Kansas or Kaw nation, who have always been friendly and will be used as scouts and guides, as their familiarity with the physical features of the comparatively unexplored country which the troops will traverse eminently adapts them to that purpose. The names of these Indians are:—Sam Sambo, an Indian speaking English, who will act as interpreter; Frank Johnson, Utes-ar-gah-be, Tah-e-ah, O-utes-ar-jah, Tah-se-ah, John Moon, B-ar-se-bah-se, Wy-o-nosh-in and John De Lash.

Major General Sheridan will take with him the following officers, who will constitute his staff in the field:—Brevet Lieutenant Colonel J. Schuyler Crosby, Brevet Brigadier General James W. Forsyth, Brevet Lieutenant Colonel A. J. McGonnigle, Dr. Morris J. Asch and Brevet Lieutenant Colonel Thomas W. C. Moore.

During the absence of the General commanding, the headquarters of the department will be established at this post in charge of Brevet Brigadier General Chauncey McKeever. Brevet Brigadier General Michael R. Morgan will return to Fort Leavenworth and Brevet Lieutenant Colonel Michael V. Sheridan, Captain Seventh United States cavalry and Aide-de-Camp, will remain on duty here.

In accordance with the following order Captain J. W. Clous, Thirty-eighth United States infantry, will act as Assistant Adjutant General to General Sully's column:—

HEADQUARTERS DEPARTMENT OF THE MISSOURI, IN THE FIELD, FORT HAYS, Kansas, Nov. 12, 1868.

Captain J. W. Clous, Thirty-eighth infantry, is hereby relieved from duty at Fort Hays and will proceed without delay to the headquarters, District of the Upper Arkansas in the field, reporting on his arrival in person to Brevet Brigadier General Alfred Sully for assignment to duty on his staff.

By command of Major General SHERIDAN.
J. SCHUYLER CROSBY, Brevet Lieutenant Colonel, Aide-de-Camp.

The following officers will remain at this post, which will also be the headquarters of the Fifth United States infantry:—Brevet Colonel Anderson D. Nelson, commanding post; First Lieutenant E. L. Randall, Post Adjutant; Captain Samuel Overashine, Captain Martin Mullins, First Lieutenant William J. Reed, First Lieutenant George McDermott, First Lieutenant Joseph M. Kelley, Lieutenant Quintin Campbell, Amos S. Kimball, Captain and Assistant Quartermaster; William F. Buchanan, Assistant Surgeon Medical Department, Post Surgeon.

Lieutenant William J. Volkmar, of the Fifth United States cavalry, having returned here from Fort Dodge reports an encounter with Indians on Big Coon creek. On November 2 Brevet Lieutenant Colonel F. W. Benteen, Captain of the Seventh United States cavalry, and Lieutenant W. J. Volkmar, of the Fifth United States cavalry, received orders to proceed with a detachment of recruits and a large number of fresh horses to the Seventh cavalry in the field. Lieutenant Chancellor Martin, of the Third United States infantry, and wife were also present, taking this means of reaching Fort Dodge, to which post Lieutenant Martin had been ordered. A large train of wagons were also under escort. The first day after leaving Fort Harker a party of fifty hostile savages were encountered by the rear guard of the column, which had been ordered back four or five miles to pick up several stray horses. The Indians fled, making a detour of the column. No more was seen of the savages until the afternoon of the 6th inst. It was nearly sunset when, as the column was about to go into camp, near Big Coon creek, the advance guard of ten men, under Sergeant Ryan, struck a party of fifty or sixty savages lying in a ravine under cover, apparently awaiting an opportunity to make a dash upon the column. As soon as the sergeant discovered the savages he dismounted his guard and gave them a volley. At the same time Lieutenant Volkmar hastily formed the train in double column, with the led animals in the centre, between the lines of wagons. The ambulance containing Mrs. Martin was likewise placed between the wagons, Lieutenant Martin joining the skirmishers with his rifle. As soon as the attack commenced Colonel Benteen, with twenty mounted men, started in pursuit of the Indians, who were circling around the train, after the usual mode of Indian warfare, the object of the savages evidently being to occasion a stampede of the animals. While this diversion was being made by Colonel Benteen Lieutenant Volkmar, who had posted a line of skirmishers on the flanks of the column, moved forward to the site selected for the camp. During the engagement Mrs. Martin conducted herself in a manner worthy of the profession of her husband, sitting smilingly in her ambulance, a pistol in each hand, ready for any emergency. Night coming on Colonel Benteen discontinued the pursuit, and although the Indians hovered about the encampment during the entire night they were afraid to make an attack, as every precaution had been taken to prevent a surprise. The next morning the column resumed its march, the Indians still being in sight, but keeping at a distance. Without further event the train reached Fort Dodge in safety on the same day, Saturday afternoon.

Brevet Brigadier General Chauncey McKeever, Major and Assistant Adjutant General Department of the Missouri, arrived here this morning from Fort Leavenworth, and will remain here during the absence of the Major General commanding in the field.

Brevet Brigadier General B. C. Card, captain and chief quartermaster, Department of the Missouri, arrived here this morning from Fort Leavenworth on official business.

Lieutenant Quintin Campbell, Fifth United States infantry, left this post yesterday, escorting supply train to Fort Dodge.

Dr. T. B. Chase, medical department, has been assigned to duty as post surgeon at Fort Leavenworth, temporarily relieving Dr. D. L. Magruder, on leave.

Dr. A. D. Wilson, surgeon United States Army, has been relieved from duty with the Tenth United States cavalry and assigned to the Fifth United States cavalry.

First Lieutenant J. M. Kelley, Thirty-eighth United States infantry, returned here yesterday from Fort Dodge, having proceeded to that post with a train of supplies.

Lieutenant William J. Volkmar, Fifth United States cavalry, having returned from escort duty to Fort Dodge, has been ordered to report for duty to the commanding officer of his regiment, now at Fort Wallace.

Lieutenant Quintin Campbell, Fifth United States infantry, has been relieved as post adjutant, First Lieutenant E. L. Randall having been assigned to that duty.

ANOTHER INCENDIARY FIRE IN LYNCHBURG, VA.—The residence and stable of J. Newton Gordon, in Lynchburg, Va., were burned on Saturday night. The loss is estimated at $8,500; insured for $4,400 in Virginia companies. The fire was the work of an incendiary. Much excitement exists in the community over the prevalence of these incendiary fires. The morning of the same day two unoccupied buildings at the lower end of Main street were destroyed by an incendiary fire. They were valued at $4,000. There have been in a brief space of time not less than half a dozen destructive fires in Lynchburg, kindled, as is believed, by incendiaries.