FRANCE.

Thiers and Gambetta Reported in Favor of a Republic.

THE IMPORT DUTY ON COTTON.

The Relations Between France, Italy and the Pope.

TELEGRAMS TO THE NEW YORK HERALD.

VERSAILLES, July 18, 1871.

The Minister of Finance, M. Ponyer-Quertier, has announced to the Assembly that he desires to retain the present import duty of twenty per cent on cotton, with the allowance of a drawback in cases of re-exportation. The Assembly will unquestionably agree to the request of the Minister.

THE MUNICIPAL ELECTIONS.

The muncipal elections, which will take place in Paris on the 26th instant, will probably result favorably to the general government.

THIERS AND GAMBETTA AGREE.

Some of the journals report that President Thiers and M. Gambetta are negotiating for the establishment of a moderate republic.

The Government To Be Interpellated About Italy and the Pope—Advice To Follow the Example of the United States.

PARIS, July 18, 1871.

It is reported that the government will shortly be questioned by the opposition in the Assembly as to the precise position it occupies upon the subjects of Italian unity, the capital of Italy and the temporalities of the Pope.

DO AS THE AMERICAN REPUBLIC DID.

The *Salut* cites the example of the United States after the war of rebellion to justify increased taxation in France.

GAMBETTA BEFORE THE COMMITTEE OF INVESTIGATION.

M. Gambetta was before the Committee of Investigation appointed by the Assembly to inquire into the doings of the Government of National Defence. His testimony to-day was principally with regard to the raising of troops during the administration.

ENGLAND.

The Emperor of Brazil Made Knight of the Garter—Riot in Greenwich—A Man Acquitted of Murder Mobbed—Peace Restored by the Police—A Monument to Shakspeare.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, July 18, 1871.

The *Gazette* announces that the Queen has made the Emperor of the Brazils Knight of the Garter.

RIOT ABOUT AN ACQUITTED PRISONER.

A quite serious riot has occurred in Greenwich.

One Pook, who had just been acquitted in a murder trial, was, upon his release from imprisonment, set upon by a crowd of people excited over what they regarded as mockery of justice.

The crowd soon swelled to great proportions, and Pook was mobbed by fully four thousand people.

A number of fights occurred between the friends of the released prisoner and the mob, and the town was soon in such a state of uproar that the frightened shopkeepers closed their stores, and business was entirely suspended.

This condition of affairs lasted for an hour or two, until finally the constabulary succeeded in restoring peace and quiet without the assistance of the military.

A SHAKSPEARE MONUMENT TO BE ERECTED.

A meeting was held last evening to consider the question of the erection of a monument to William Shakspeare upon the Thames embankment.

Hepworth Dixon, who is the moving spirit in the matter, made an eloquent speech in favor of the project.

The meeting was very enthusiastic, and such promises of material aid were given that the monument will certainly be erected.

MAILS BETWEEN ENGLAND AND VENEZUELA.

The North German Lloyd Steamship Company has contracted to carry a monthly mail between England and Venezuela.

SPAIN.

Serrano's Decree Declaring the International Society a Political Pariah—Minister Zorilla in Favor of a Liberal Policy.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, July 18, 1871.

The Spanish government is greatly alarmed at the secret operations of the International Society. Proofs have been discovered in Madrid of a widely extended conspiracy against the present order of things.

The Internationals, it is said, are acting as a well organized mass in concert with their friends in Brussels and London.

They are creating dissatisfaction and stirring up strife among the workingmen in Madrid and in all the manufacturing towns in Spain.

In view of the danger Marshal Serrano has proposed to the King a decree outlawing members of the International Society in Spain, and recommending a rigorous policy on all questions of public order.

Minister Zorilla, on the contrary, favors a liberal policy as more conducive to the preservation of political rights and public order.

GREECE.

Terrible Explosion on Board a Greek Man-o'-War—Many Killed and Wounded.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, July 18, 1871.

Advices from Athens announce a terrible disaster on board a Greek man-of-war. The magazine of the steamer Eunomia exploded on the 3d inst., in the Grecian Archipelago. Forty of the crew were killed and nearly all the rest more or less injured, while the vessel itself was almost entirely destroyed.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, July 18—4:30 P. M.—Consols closed at 93¼ a 93⅞ for both money and the account. Five-twenty bonds, 1862, 92½; 1865, old, 92¼; 1867, 91⅞; ten-forties, 91⅞.

PARIS MONEY MARKET.—PARIS, July 18.—The Bourse—Rentes closed 56f. 20c.

LIVERPOOL COTTON MARKET.—LIVERPOOL, July 18—4:30 P. M.—The market closed dull; middling uplands, 8¼d; middling Orleans, 8¼d. The sales of the day have been 8,000 bales, of which 2,000 were taken for speculation and export.

TRADE REPORT.—MANCHESTER, July 18.—The market for yarns and fabrics is flat and nominal.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, July 18.—Cheese, 52s. per cwt. for the best grades of American fine.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, July 18—Wheat, 10s. 3d. a 10s. 5d. per central for No. 2 red Western spring. The receipts of wheat for the past three days have been 45,000 quarters, of which 22,500 were American. Flour, 25s. per bbl. for Western canal. Peas, 39s. 6d. per quarter for Canadian.

THE COTTON MOVEMENT.

LIVERPOOL, July 18, 1871.

Arrived.	From.	Date of Sailing.	Bales of Cotton.
Steamer Gladiator	New Orleans	June 24	1,341
Ship Bucephalus	Mobile	June 7	3,367

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, July 18—Evening.—Spirits turpentine active at 45s. per cwt.

LONDON PRODUCE MARKET.—LONDON, July 18—Evening.—Linseed oil, £32 15s. a £33.

THE WARE MURDER.

PHILADELPHIA, July 18, 1871.

A special despatch from Trenton says:—Chancellor Zabriskie has just read the opinion of the Court of Errors granting John Ware a new trial and setting aside the verdict of the jury on the ground that the testimony of General Champion impeaching the veracity of his wife, the main witness for the State, ought to have been admitted. The judgment of the Court stood nine to three—Clement, Dalrymple and Beadle voting against the majority.

AUSTRIA.

Socialist Riot in Vienna—A Clerical Procession Attacked by Workmen, Supposed Members of the International Society—A Hand-to-Hand Fight and Shower of Stones—The Riot Quelled by a Charge of the Military.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, July 18, 1871.

Despatches have just been received from Vienna announcing that a bloody riot took place there last Sunday.

It originated in a procession of the ultramontanes or partisans of the Roman Catholic clergy, who made ostentatious demonstrations in favor of the Concordat and the restoration of the temporal power of the Pope.

A large crowd of Socialists, nearly all workmen and enrolled members of the International Society, attacked the procession with sticks and stones. The clericals returned the attack with a shower of like missiles.

In spite of the interference of the police a close hand-to-hand fight ensued, in which the Internationals, who all the while indulged in angry exclamations against the Pope and the Archbishop of Vienna, seemed to obtain the mastery.

The police made several futile attempts to disperse the crowd, but were roughly handled by the rioters.

The riot had assumed formidable proportions when the military arrived on the scene and charged the crowd with the bayonet, killing some and wounding many.

After a short resistance the rioters fled in confusion. Many arrests have taken place and peace has been restored.

The clerical journals say that the disturbances were planned by the International Society, while the liberal journals charge the riot upon the defiant attitude of the ultramontanes, saying that the workmen were peaceful spectators, but were provoked to hostilities by the insults of the former.

TYPHOON IN JAPAN.

Seven Steamers Lost and Much Property Destroyed—The Japanese Cable Expedition Safe.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, July 18, 1871.

A telegram to Lloyds from Hong Kong, July 17, announces that a terrific typhoon has visited Hiogo, Japan.

Seven steamers were driven ashore or sunk, and were nearly or quite destroyed. The place was inundated and suffered considerable injury.

The Japanese cable expedition is safe.

SOUTH AMERICA.

The Yellow Fever No Longer an Epidemic at Buenos Ayres—Anti-Slavery Movement in Brazil—Montevideo Getting Tired of Revolutions.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, July 18, 1871.

The South American mail steamer at Lisbon brings the following intelligence:—

BUENOS AYRES.

The yellow fever has ceased to be epidemic at Buenos Ayres and services of thanksgiving had been held in all the churches.

BRAZIL.

The question of the abolition of slavery engrosses attention at Rio Janeiro.

The Brazilian Senate has authorized the government to contract a loan of £4,000,000 sterling, and has also passed a bill providing for the imposition of a tax of four per cent on imports.

MONTEVIDEO.

Advices from Montevideo represent that a compromise is probable between the two parties who have for some time nearly rent the republic by their quarrels.

CUBA.

A Havana Dentist in Trouble.

TELEGRAM TO THE NEW YORK HERALD.

HAVANA, July 18, 1871.

Dr. Salles, of Havana, a dentist, has been imprisoned for receiving prohibited journals.

THE INDIANS.

Pitiable Condition of the Oregon and Nevada Tribes—Trouble With the Settlers Looked For.

WASHINGTON, July 18, 1871.

The Secretary of the Interior received from the War Department to-day copies of certain correspondence relating to Indian affairs in Northern California, in which Captain Bernard reports from Camp Bidwell that he has sent Lieutenant Kyle and a small party to Fall River and Big Valley to investigate reports of apprehended dangers from Indians in those localities. He adds:—

I understand the Indians say their agent will give them nothing, and they are forced to hunt for roots or starve. If this be true, when the season for roots is over they may steal stock to live on. A number of Pi Utes, from Pyramid Lake reservation, are now around this post, hunting game, and come to camp every day to beg. About a week ago a citizen, living near this post, had his house broken into, and a rifle and some clothing were stolen. I spoke to some Indians and told them the rifle must be returned. Early the next morning the chief came in with the rifle, but did not deliver the Indian that stole it. The chief has not been to camp since, and the Indians say he has gone to Camp Wagner, Oregon. The sight of an Indian here is an eyesore to the citizens.

General Ord, in forwarding this communication, says:—

I learn that the Pi Utes have nearly all left the Indian reservation at Pyramid Lake for want of food. The fish, their only food there, has failed to come down the Truckee, and the Indians have taken to the mountains and valleys north, in Oregon and Pith River, to hunt for roots and obtain food. These valleys are all, more or less, occupied by settlers and ranchmen. If the Indians in their hunger should, as they are likely to do, kill stock or cattle, the ranchmen will probably retaliate by shooting some stray and perhaps innocent Indian, and in this way lead to difficulties. I think if the Indian Department of Nevada is powerless to give food to the starving Indians the military commanders should be authorized to issue orders to manage [illegible] quantities, which would be send food in [illegible] them. Every less expensive than having to [illegible] difficulty, but precaution will be taken to prevent starving Indians cannot be reasoned with.

General Crook Takes the Field Against the Apaches—American and Mexican Troops Acting in Concert.

SAN FRANCISCO, July 18, 1871.

General Crook has taken the field in Arizona against the Apaches. Five companies of cavalry, fifty picked Mexicans and a number of the best native scouts compose the party moving against the Apaches. General Crook commands in person, and will act in conjunction with the Mexican troops in the State of Sonora.

A ROCKLAND COUNTY RUMPUS.

Hibernia Versus Teutonia—A Man Riddled with Shot.

On Monday night, between ten and eleven o'clock, a man named Isaac Cullen, employed as a laborer on the extension of the Hackensack and New York Railroad, was returning to his home in Nanuet, when he fell a victim to a terrible outrage. Some men who secreted themselves behind a fence poured out ten volleys of shot from a musket or muskets and literally mutilated the unfortunate man. The shot took effect chiefly in his right side, but his face was torn and disfigured beyond recognition, and even the skull was shattered. A friend, named Michael McMahon, ran out of his house to carry off what he supposed to be the dead body of Cullen, but scarcely had he approached Cullen when he himself was fired upon and dangerously wounded. The scoundrels then fled. Cullen was subsequently taken care of by a kind lady and removed to this city. He was then taken to the police station in Hoboken, and thence to St. Mary's Hospital. Here his wounds were dressed by Dr. Benson, who has some hopes of his recovery. Cullen is an unmarried man, twenty-seven years old, and he attributes his misfortune to a long-standing dispute between the Irish and Germans in Rockland county. McMahon's injuries are not so serious. No clue has yet been found as to the whereabouts of the ruffians who so treacherously assailed him, but hopes are entertained that they will be captured by the authorities.

YACHTING.

The Jersey City Regatta—The First Sail Over the Course.

The regatta of the Jersey City Yacht Club took place yesterday according to programme. Though several of the expected yachts neglected to put in an appearance, there was still quite a respectable number of entries for the race. The Eclipse, Virginia, Knight Templar and Undine entered for the first class; the Blossom, Ada, Psyche, Sophia and Emita were the second class entries; the third class were the Zephyr, Henrietta, Nellie, Comet, Sea Bird, Irene and Gazelle. Messrs. Charles Schmitt Hanner, William Clark and Seth Hopkins constituted the judges.

The course was from the stakeboat around Owl's Head, the Robin's Reef Lighthouse buoy and round the stakeboat home. Two turns around the stakeboat, making a distance of twenty miles, comprised the race.

There were three classes of boats, all started within a few minutes of one another. Of the first class were the Eclipse, which passed round the judges' boat at 12:50, Knight Templar at 12:51, Virginia at 12:52 and the Undine at 12:52½. They then started on the second round.

Of the second class boats the Sophia started at 12:53 and the Blossom at 12:53½.

Of the third class the Comet started at 12:54½ and the Irene at 12:56.

The start was a first rate one and all went off in magnificent order.

The Eclipse and the Knight Templar, of the first class, and the Sophia and the Ada, of the second, absorbed the greater part of the interest felt in the race. The judges, in whose hands the money still remains, had not decided about the prizes up to a late hour yesterday afternoon.

UPSETTING OF A YACHT.

At eleven o'clock in the forenoon one of the yachts, the Comet, while preparing for the regatta, accidentally slipped her mooring and sailed away with her sails fully set. Not having been provided with ballast, she was, of course, soon upset. Luckily she had not yet got into deep water and was therefore easily righted, just in time to start on the excellent race she made in the regatta. She belongs to Mr. S. C. Ketchum, and the lad who was aboard of her at the time of the accident narrowly escaped drowning.

The Wrecked Yacht Jessie—Her Party All Safe.

A gentleman, a member of the Staten Island Boat Club, called at the HERALD office yesterday morning for the purpose of making the following statement in relation to the "reported drowning of yachtsmen" in the lower bay:—"I, in company with several other parties, was sailing about the lower bay on Sunday afternoon, in the yacht Albert, when the storm came on. We noticed a small yacht some distance from us, and about two miles off shore, go over during the first squall. Desiring to render all the assistance in our power to the wrecked party we bore down toward them, and when we came alongside we found the boat bottom side up, and the whole party, seven in number, complacently seated on her bottom. We offered to take them off, but they declined, saying they would remain where they were and try to right their boat. Shortly afterward a small boat came from shore and took the entire party back, when we again made sail and returned to Staten Island. Before the wrecked party left they told us their boat was the Jessie, of the Oceanic Yacht Club, of Jersey City. That there were no lives lost I am confident, for we saw the yacht from the time she went over until her party had all been landed on shore." The yacht was picked up off lower quarantine by the steamship City of Mexico, at daylight on Monday morning, and her party landed at Fort Hamilton. The men lost nearly all their money and clothing.

The Capsized Yacht in the Bay.

JULY 18, 1871.

TO THE EDITOR OF THE HERALD:—

In your issue of July 17 appears an erroneous statement, to the effect that the "crew of an English bark" picked up the party belonging to the yacht that was capsized during the squall last Sunday afternoon off Red Hook. Immediately after the boat upset several young men "volunteered" their services and, at the imminent risk of their lives, assisted me in reaching the drowning party in a small sailboat, and saving all except the boy. No other boat was near us at the time. I desire to make this correction, as being due to the young men who accompanied me, and also to show the supreme lack of gratitude on the part of the survivors, who have failed to take a sufficient interest in the published accounts to send a correct statement. By publishing the above in your valuable paper you will greatly oblige yours, very respectfully,

JAMES SWEENY, 544 Hicks street, Brooklyn.

AQUATIC.

Postponement of the Race Between the Atalantas, of New York, and Harvards, of Cambridge, Until To-Day.

INGLESIDE, NEAR HOLYOKE, July 18, 1871.

There is an abundance of profanity floating around here and in Springfield to-night over the aquatic contest between the Atalantas, of New York, and the Harvards, of Cambridge, which was to come off to-day and did not. The ill-chosen course which had been selected for the race, the avaricious propensities of the landlord of the only hotel in the vicinity and the general system of robbery, or "beating" adopted by the community in general, nearly exhausted the patience of the assembled visitors, and the climax was fully reached when it was given out that the race was to be postponed.

The reason of postponement was a ripple upon the surface of the Connecticut River, which, in the eyes of the Harvard crew, was magnified into a terrible rolling of billows, and they therefore refused to row. The Atalantas thought the water was sufficiently smooth, but, nevertheless, yielded to the wishes of their competitors, and the contest will, therefore, not take place until to-morrow.

The feeling is still prevalent that the New York oarsmen will win the race.

FELO DE SE.

The Suicide Mania in Brooklyn—A Domestic Tragedy—The Wife of a Jealous Husband Dies from Paris Green—Attempted Suicide by the Brother-in-Law—Attempted Suicide in the City Park.

The suicide mania was at its full height in Brooklyn last night. Yesterday morning, it is said, Conrad Fondeme, who resides at 43 Carroll street, South Brooklyn, accused his wife, Sophia, with having been upon terms of intimacy with his brother Henry. This suspicion upon the moral character of the lady nearly rendered her distracted, and after her husband had left home she procured a quantity of Paris green, a portion of which she swallowed. She was subsequently found by her husband in her sleeping apartment quite dead.

Conrad had also accused his brother of having been upon terms of improper intimacy with his wife, and he, therefore, resolved to put an end to his life in the same manner as his sister-in-law. He took a quantity of Paris green, and last night was found by officers Roche and Smith, of the Third precinct, suffering the most intense agony from the effects of the poison, in Ferry place. The would-be suicide was removed to the hospital, but there is very little hope entertained for his recovery.

The Coroner was notified to hold an inquest over the body of Mrs. Fondeme at her late residence.

Shortly after four o'clock yesterday afternoon George L. Crook, a man about thirty-five years of age, attempted to commit suicide in the City Park of Brooklyn, by taking a dose of "bedbug poison." Before death had laid hands on him, however, he repented of his design and waited upon the authorities of the City Hospital, who by a judicious use of stomach pump succeeded in saving his life.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, July 19—1 A. M.

Synopsis for the Past Twenty-four Hours.

The barometer has risen slightly in New England, but is again falling. It has fallen considerably in the Middle and Southern States. It has risen in the extreme Northwest, but has remained quite low from Illinois southward to the Gulf Tuesday afternoon. The midnight reports are not yet received from the Mississippi Valley and Gulf stations. Rainy and threatening weather, which Monday night was west of the Blue Ridge, has now extended to the Atlantic coast, from Delaware Bay southward. Threatening weather, with rain, has also continued in Northern New England, and is now reported from Minnesota and Wisconsin.

Probabilities.

The weather will probably clear away on Wednesday on the lakes. Cloudy and rainy weather is probable for the Atlantic coast.

The Weather in this City Yesterday.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building, corner of Ann street:—

	1870.	1871.		1870.	1871.
3 A. M.	83	72	3 P. M.	96	87
6 A. M.	84	71	6 P. M.	95	83
9 A. M.	87	84	9 P. M.	88½	80
12 M.	91½	83	12 P. M.	83	78½

Average temperature yesterday 80¾
Average temperature for corresponding date last year 89¾

WASHINGTON.

Proceedings of the Board of Supervising Inspectors of Steamboats.

Efforts for the Protection of Life on Steam Vessels.

Efficiency of Brooklyn Revenue Officers Officially Acknowledged.

Lopping Off Useless Officers in the Internal Revenue Service.

An Ex-Confederate Officer's Opinion of the Ku Klux.

WASHINGTON, July 18, 1871.

Rules and Regulations for the Protection of Life Aboard Steamers.

The report of the proceedings of the Board of Supervising Inspectors of Steamboats during their session just ended, and which lasted nearly six weeks, was to-day approved by the Secretary of the Treasury, and the various recommendations of the Board relating to the adoption of life saving apparatus and other inventions for the better protection of life and property on board of vessels propelled in whole or in part by steam were accepted by the Secretary. The act under which this session of the Board was held was passed on the 28th of February last. It had been pending before Congress for two years, and it was not until the disastrous loss of life and property, especially on Western rivers, had occurred that any notice was taken of the bill proposing to thoroughly reform the steamboat service and give to passengers something like a security for their lives while travelling on steamboats. Heretofore the supervising inspectors, ten in number, held their sessions in this city, commencing in the month of January, but as there was no recognized head to the Board the several districts were regarded as independent of each other, and in the absence of an executive officer it is wonderful that as much was accomplished as the reports of the inspectors show, especially as the old law conferred upon them but very little authority to enforce the needed regulations. This want was supplied in the act of February 23 by empowering the President to appoint a supervising inspector general, whose duty it should be to preside over the deliberations of the Board of Supervising Inspectors and perform such duties as the Secretary of the Treasury might direct. The President appointed Joseph Belknap, of New York city, to that position, and when the Board met here on the 7th of June last Mr. Asaph S. Bemis was chosen Secretary. The deliberations of the Board were confined strictly to prescribing such rules and regulations as the new law provided for and to examining the various inventions submitted for their examination. Accompanying the report of the proceedings was an appendix containing the new rules and regulations, of which the following is a careful digest, covering all the important points:—

The first twenty-four rules, regulating certificates, boring of hulls, means of escape, steering apparatus, fire buckets, axes, standing pipes, examination of boilers, certificates of condition of boilers and other things pertaining to routine matters, are the same as in the old rules. They have simply been reapproved.

Under rule 24 commences a classification of engineers as follows:—Chief engineers of ocean steamers, chief engineers of lake, bay and sound steamers, chief engineers of river steamers; first, second and third assistant engineers and special engineers. All steamers of over fifty tons burden must carry at least one chief engineer.

Rule 27 prescribed it to be the duty of the master of every steamer to keep a log book, in which shall be noted every event occurring on a voyage, the condition of the weather and all circumstances tending to enlighten the inspectors of the actual condition of the vessel. The chief engineer is also required to keep a log book, noting anything of importance occurring under his observation. Both these log books shall at all times be subject to examination by the steamboat inspectors.

The next rule of importance is in regard to the station bill. It is made the duty of the master of every steamboat, immediately after leaving port, to make out a station bill, in which every officer and member of the crew is assigned to a stated place in case of alarm of accident, and upon such occasions shall be required to immediately repair to the place assigned him. This station bill must be posted up in conspicuous places throughout the vessel, and at least once every month an alarm shall be sounded calling all hands to their respective posts to practise, in order that the crew may be more efficient in case of actual danger either from leakage or fire.

The chief engineer is required to keep an account of everything pertaining to his department, and it is made the duty of every engineer to remain at his post of duty until regularly relieved. This is prescribed to prevent engineers leaving their stations unless duly relieved, and walking away from the engine is strictly prohibited under penalty of forfeiting license. In case a licensed engineer is superseded in his department by another, it is his duty to deliver to his successor a true and minute statement of the actual condition of the boilers and machinery of the vessel, as far as comes under his supervision and knowledge, which statement shall be entered also in the engineer's log book belonging to the vessel. Neglect to do this will be deemed sufficient cause for the revocation of the engineer's license.

Whenever a steamboat shall be chartered for an excursion it shall be the duty of the inspector to require that additional life-saving apparatus and equipments shall be provided, and the inspector shall accordingly designate the number of passengers to be carried, according to the capacity of the boat, particular precaution being taken against accidents by fire. On all Western steamboats arresters will be required to prevent sparks from the furnace scattering about the boat and among the freight. All lifeboats now in use, constructed of material complying with the rules, shall be approved for the number of passengers and crew, according as their buoyancy will entitle them under the rules. Every metallic lifeboat required by law on steamers carrying passengers shall be substantially constructed of galvanized iron, of not less than No. 18 wire gauge in thickness, and of such dimensions and capacity as will sustain in and around it at least thirty persons, and shall have, when filled with water, a buoyancy of at least eight hundred pounds. Every such lifeboat shall be equipped with life lines around the gunwales and shall have a good rope painter of suitable size attached, not less than fifty feet in length, and such boats shall be supplied with oars complete. This rule reduces the number of persons to be carried in each boat from sixty—under the old rule—to thirty, while the carrying capacity remains the same. Wooden boats, constructed of the best material and having a capacity to sustain fifteen persons, equipped complete as required for metallic lifeboats, may be used instead of the above. Every raft used or required by law shall be constructed of copper, galvanized iron, rubber or wood, combined or separate, and of such form as shall be best suited to the character of the navigation, capable of supporting and carrying at least fifteen persons. They shall be fully equipped with lines, painters, oars, &c. It is provided that no kind of raft shall be used unless the same shall have been approved by the Board of Inspectors.

Every steamer navigating the ocean and lakes, bays, gulfs or sounds of the United States shall be equipped with lifeboats in number that shall be in the ratio of one metallic lifeboat for every thirty persons, or one wooden boat for every twenty persons, that shall be carried as passengers or employed as crew on board of such steam vessel, which number of boats shall be determined by the inspectors according to their certificate of inspection, stating upon its face the number of passengers permitted to be carried and the number of persons that shall constitute a full crew for such steamer. One-half the number or more of such lifeboats shall be of the metallic boats prescribed and the remaining number may be of wood, all to be fitted or supplied with detaching apparatus which shall have been approved by the Board of Supervising Inspectors. As many of the boats required to be carried as can be shall at all times be suspended from cranes or davits. The remaining number shall be conveniently stowed near at hand, so at all times to be accessible in case of accident. In lieu of boats a sufficient number of rafts, of such design as may be approved by the Supervising Inspectors, may be carried when it would be inconvenient to carry boats. Steamers navigating rivers flowing into the Gulf of Mexico, Gulf of St. Lawrence and Gulf of California and their tributaries shall carry boats in the ratio of one to sixty persons permitted to be carried or employed.

Every steamer required to carry life preservers shall cause the same to be distributed throughout the cabin, staterooms, berths and other places convenient to passengers on such steamers, and there shall be a printed notice posted in every cabin, stateroom and all conspicuous places about the decks, informing the passengers of the location of the life preservers and other life-saving appliances, and the mode of applying or adjusting the same. Every life preserver adjustable to the body of a person and that shall be used or required by law upon any steamer shall be made of good sound cork blocks, with belts and shoulder straps attached, so as to preclude the possibility of being accidentally detached from the body, and every such life preserver shall be so constructed as to place the cork underneath the shoulders and around the body of the person wearing it, and it shall be the duty of the inspector to see by actual examination that every life preserver contains at least six pounds of good sound cork. All life preservers not strictly in accordance with this rule shall be condemned by the inspectors. The present kind of detaching apparatus for boats is continued in use.

On routes where there are no other means of transporting refined petroleum, that will not ignite at a temperature of less than 110 degrees Fahrenheit, it may be carried on passenger steamers, but it must be very carefully packed in cans or barrels and plainly marked. Violations of this rule will subject the offender to a fine of $5,000.

All ferryboats of fifty tons or over, carrying passengers, shall be equipped as passenger steamers, in compliance with the law, as in the opinion of the inspectors shall be deemed just, according to the average number of passengers carried per trip.

Every plate used in the construction of boilers for steamers shall be stamped with the name of the manufacturer, the place where manufactured and the number of pounds of tensile strain it will bear to the square inch.

All fire pumps are required to also be supplied with connection pipes leading to the hold of the vessel, with stop cock or shut off valves, so that it may be used for pumping and discharging water overboard from the hold.

Steam registers must show the excess of steam carried, and the face of the registers must be exposed to view of the passengers, that all may judge of any violations of the rule prescribed by inspectors for the government of the engineers of each steamboat. Feed water shall not be admitted into any low pressure boilers at a less temperature than 100 degrees, and no high pressure boilers shall be fed with water at a temperature of less than 180 degrees.

Steamers of 1,000 tons and under, carrying passengers in the night time, and navigating rivers, lakes, bays or sounds, shall at all times, from sundown to sunrise, have a watchman on duty on each deck below the hurricane deck. On steamers of more than 1,000 tons there shall be two watchmen on the lower deck, one on the main deck and two on the state room deck. On Western and Southern rivers there shall be an additional watchman on the hurricane deck. All sea-going steamers shall have watchmen on duty in the cabin and steerage.

The pilot rules for lake and seaboard are the same as before, except that steamers running in a fog shall sound a blast of the steam whistle at intervals of not less than a minute.

The regulations providing for new equipments will not go into effect until the 1st of January next, but all other rules will go into effect immediately. Such inventions as have been adopted by the Board or recommended to be used will be thoroughly tested before the same are finally accepted.

The entire report of the Board will be placed in the hands of the printer to-morrow, and copies will be circulated at the earliest day possible. The object of the Board has been to provide stringent rules for the protection of both life and property, and while every device that could be suggested for the safety of passengers in case of accident has been prescribed the inspectors have mainly aimed to guard against the innumerable accidents hitherto occurring from negligence on the part of officers or penuriousness on the part of owners of steam vessels. That the Secretary of the Treasury will rigidly enforce the measure this day approved in accordance with the law has already been announced.

Efficiency of the Revenue Authorities of Brooklyn Handsomely Acknowledged.

Commissioner Pleasonton has written a letter to J. Jourdan, Assessor of Brooklyn, N. Y., tendering his thanks for the indefatigable manner in which that officer performed his duties on the morning of the 14th inst., and especially for the great success that attended his efforts with those of his associates in breaking up the illicit distillery in his district. While commending the gallantry of those who were wounded he expresses his deep sympathy with the family of Clinton Gilbert, who was killed, and concludes his letter as follows:—

It may not be improper to inform your whole force that in view of the growing perils of the civil service it is my intention to recommend to Congress, through the proper channels, that pensions shall hereafter be granted to those disabled and to the families of those slain in the Internal Revenue service, who merit the same consideration as the sailor and the soldier maimed or killed on the battlefield.

An Ex-Confederate Officer's Opinion of the Ku Klux.

The Ku Klux Investigating Committee to-day examined Joshua L. Morris, Attorney General of Mississippi, a native of Tennessee, a ten-years resident in Mississippi and a Confederate judge during the war. He had no personal knowledge of the Ku Klux, but knew of their existence in the State, the organization being confined to two tiers of counties on the Alabama line. He said it is almost impossible to convict them not only for reasons that they are disguised and the people are afraid to testify against them, but because public sentiment in localities where such offences are committed is generally disposed to ignore them altogether. The main purpose of the organization is to intimidate the negroes and control the negro vote. The great mass of the people of the State are well disposed and orderly, but allow themselves to be influenced by old leaders, who, considering negro suffrage an outrage, have determined to remove it when in power, and meanwhile to render it as harmless as possible. In the opinion of the witness the existence of the Ku Klux organization will be as plainly apparent in the next elections as it was in 1868-69.

Disposition of Unexpended Appropriations.

The Commissioner of Customs has filed a circular to customs officers instructing them that in order to carry into effect fully the provisions of the law requiring all expenditures made out of appropriations for any one fiscal year to be made within that year; and also that if the appropriations for one fiscal year shall in any case be applied to the expenditures for another, in all cases to render their accounts up to and including June 30, 1871, and to the corresponding date in each succeeding year, and to deposit the balance due the United States, being careful to state in making the deposit that it is for unexpended balance of the appropriation to which it belongs for the fiscal year last passed. For the payment of any liabilities that may have accrued during and remaining unpaid at the end of the fiscal year they will, before payment, make special estimate, with statement of facts in regard to the manner in which they were incurred and the reason for non-payment during the year to which they belonged. Accounts for each fiscal year are to be separate and distinct, closing the balances either by deposit or, in cases where the United States is debtor, by requesting a remittance for the specific purpose immediately on the close of the fiscal year. They will deposit all balances due the United States on customs, marine hospital collections, emoluments, steamboat inspection fees, accounts, and any and all miscellaneous collections that have been made and not paid in up to that time.

Size of Packages of Imported Liquors.

In reply to a letter requesting instructions as to the construction to be placed upon the acts of July 28, 1866, section 1, and July 24, section 21, so far as said acts relate to the capacity of packages in which spirituous liquors may be imported, the Secretary of the Treasury states that as the law now stands spirituous liquors may be imported in packages of bottles containing not less than one dozen bottles in each package, in casks of a capacity of not less than fourteen gallons, and in packages other than of bottles having a capacity of not less than thirty gallons. The Department has decided to insist that hereafter the cask or package other than of bottles holding the immediate liquors in contact with its sides when imported shall be of a capacity of not less than fourteen gallons or thirty gallons, as the case may be.

Bids for Navy Yard Supplies.

The contracts for supplies to the various Navy Yards, for which bids were opened at the Bureau of Construction and Repairs of the Navy Department a few days ago, have been awarded to the following persons:—Wm. Ballantyne, S. P. Brown & Son, T. Ed. Clark, Wm. Guinand, Geo. P. Goff, Jos. L. Savage and Dempsey & Foote, of Washington; Theodore Mosher, of Georgetown, D. C.; David Babcock & Co., Geo. H. Creed, Devol & Co., Hyatt & Spencer, Judd Linseed Oil Company, E. A. Quintard & Co., F. A. Southmayd and James Lynington, of New York; Adams & Choate, Trickey & Dewitt, W. C. Haskins and Mullett & Bradbury, of Boston; Paul J. Field and Baldwin & Livesey, of Philadelphia; Samuel Adams & Co., of Portsmouth, N. H.; James Bigler & Co., of Newburg, N. Y.; M. M. Cook & Son, E. J. DeHart, J. D. Treadwell & Co., M. O. G. Hodge, Seaforth, Kellog & Co., Russell & Irwin Manufacturing Co., D. O. & J. McKinley, Henry Wheatherbee, and Whittier, Fuller & Co., of San Francisco; Huntington, Hopkins & Co., of Sacramento; A. Powell, of Vallejo; J. L. Featress, of Virginia; George H. Hammond, of Elliott, Me.; Ambrose H. Lindsay, George T. Wallace and A. A. McCullough, of Norfolk, Va.; R. J. & W. Neely & Co. and William White, of Portsmouth, Va.; Walson & Pettinger, of Brooklyn, N. Y. The yards to be supplied are the Kittery, Charlestown, Brooklyn, Philadelphia, Washington, Norfolk and Mare Island. The materials to be supplied embrace all kinds of lumber and timber, iron, copper, tin and other metals, tools of all kinds, stationery, wood and coal, ship chandlery, bolting, &c., for the fiscal year ending June 30, 1872. The total cost for material last year was $271,000, and fully as much will be required during the present year.

Dismissal of Internal Revenue Officers.

The Commissioner of Internal Revenue is rapidly reducing the number of assistant assessors and other subordinate revenue officials in the different States. Reductions were made in the Nineteenth New York district from nine to three, those retained being Alexander Shaw, John B. Hooker and Albert J. Gladding. Reductions were also made to-day in several Western districts and in the Harrisburg district of Pennsylvania.

Americans Taking Kindly to the German Beverage.

The demand for beer stamps for some time past has been unprecedentedly large, and the Revenue Bureau was, for a few days, unable to fill the orders in full. By the employment of an extra force for the printing division the supply has been brought considerably above all demands and the requisite numbers of stamps are now promptly furnished to all applicants.

The New York Central Tax Muddle.

The statements to the effect that the New York Central tax case was referred back to Commissioner Pleasonton, under the instructions of the President, are erroneous. The President took no action in the matter, it having been decided that the tax should be paid. Secretary Boutwell himself referred the matter back for settlement.

Clearance Fees Abolished.

The Secretary of the Treasury has issued a circular to collectors of customs relative to the exaction of the fee of twenty cents at certain ports for the collector's official certificate to the oath of a master taken previously to the entry or clearance of a vessel directly from or to a foreign port. The future exaction of this fee is prohibited, owing to a doubt of its legality.

Appointments Confirmed.

The appointment of William H. Fulton as clerk in the Appraiser's office of New York has been confirmed at the Treasury.

THE BUCKHOUT CRIME.

Close of the Testimony—Arguments of Counsel on Both Sides—Justice Barnard's Charge to the Jury—The Latter Locked Up for the Night.

After an exhaustive trial, which has occupied nine days, the case of Isaac V. W. Buckhout, the Sleepy Hollow murderer, was, for the third time, given to the jury yesterday in the Court of Oyer and Terminer, at White Plains, Westchester county. Although it was not generally expected that the summing up by counsel on both sides would take place so soon, the largely increased number of spectators which thronged the court room in the morning demonstrated the interest with which the arguments of counsel were looked forward to. The desire to witness the closing scenes in this somewhat memorable case was even more palpably evinced during the afternoon session, when every available spot in the court room was occupied by an unusually respectable assemblage, nearly half those present being of the gentler sex, many of whom appeared gratified to obtain standing room.

The argument in behalf of the prisoner was made by Francis Larkin, who, in an earnest appeal, which lasted over three hours, labored arduously to convince the jury that his client had brooded over the groundless suspicion of infidelity on the part of his wife until

REASON FORSOOK HIM,

and his