

YACHTING.

ASHBURY ON THE SITUATION

What the Commodore of the Royal Harwich Yacht Club Thinks of Tammany.

He Must Have Twelve Races for the "Queen's Cup" or Will Send the Livonia Home in Three Days.

The Columbia, Palmer, Sappho and Dauntless the Yachts Selected to Race.

A Trunk Full of Objections to the Arrangements of the New York Yacht Club Committee.

Thomas Schomaker, but Would Not be Knighted if He Won the Prize.

Views of the English Yachtsman on Things in General.

Mr. James Ashbury, the Commodore of the Royal Harwich Yacht Club, who has steamed over here with the laudable object of bearing away in triumph the celebrated "Queen's Cup," is staying at the Brevort House, awaiting, perhaps with some impatience, the issue of the great contest that may stamp him as the yachting hero of the day.

All men in the world this English Commodore looks like a sailor, and either amateur or professional. Tall, graceful and delicate, with a fine flowing beard and diplomatic eye, he rather resembles, when in erect posture, the modern member of Parliament about to make his maiden speech in the House of Commons. That he will do so at some future day there is no doubt, for he seems to have been out for a long time.

There is very little of the "outly topknot" style about the Commodore, though probably no man living could dismount a greater length the merite of a keel or yachting a penny-weight tonnage of a vessel. Howbeit, he has come to America, and, to his credit be it said, has no unwarlike air of a cup, the exhibition of which in England will cause more toasts and speech-making and more joyous encomiums from the British journals than the famous victory of Trafalgar.

Mr. Ashbury has certainly given timely notice of his advent, so that his sporting adventures on this side cannot be a matter of surprise. Being an acute reasoner, and with a good debater, it is quite probable that the Commodore will have a few words to say to the Committee of Arrangements before the races actually come off; for, although he naturally expects to win, he will doubtless determine beforehand that he will not be "blown off" so to speak, in a recurrent position, after an agreeable ride, and becoming deliciously cool prior to his customary bath before dinner. After the usual salutations and minor inquiries the following conversation took place:

REPORTER—Well, Commodore, and so you're come at last to carry off the cup?

MR. ASHBURY—Yes, I can. That's what I came for.

REPORTER—There will be quite a demonstration in England when your victory is announced.

MR. ASHBURY (smiling)—Well, I suppose so; however, it will be time enough to talk of that again.

REPORTER—When, in that case, you will not have any objection to my putting you in the picture?

MR. ASHBURY—None at all.

REPORTER—Assuming that the committee assented to the entire twelve races, and that they were sailed, would you accept any private challenge?

MR. ASHBURY—I think I might accept two or three, but not many, as I leave for England on the 12th of November. Besides, the Livonia must return for alterations, as she takes me in January to Madeira, the Canary Islands, Cape de Verde and the West Indies.

REPORTER—When do you return from the West Indies?

MR. ASHBURY—The end of April.

REPORTER—Will you race the Livonia next season?

MR. ASHBURY—No. She will be laid up immediately for alterations.

REPORTER—Then, in that case, you will not have any objection to my putting you in the picture?

MR. ASHBURY—Yes, I shall, as I am now building a sixty ton cutter for racing purposes, so that I may have a better chance of success. I will not enter the Livonia except for a few races in autumn.

REPORTER—By the way, Mr. Ashbury, a statement recently appeared in the London Daily News, which came over here in the form of a cable despatch, to the effect that it was to be hoped you would do far more than play in the races for the Queen's Cup. Now, do you think there was any ground for such a strange insinuation?

MR. ASHBURY—Not the slightest. I have not seen the article, but I have heard of it. At the same time I must explain, although I do so without having seen the article you speak of, that the casual expression "fair play" is sometimes uttered in England when there is really no willful underhand work expected. Now, for instance, there might be a want of fair play in the exercise of an erroneous judgment or in difference of opinion. But, so far as I am concerned, whether I agree with the gentlemen of the committee or not I am perfectly satisfied of their bona fide intentions and of their desire to do everything that is fair.

REPORTER—To what points do you refer?

MR. ASHBURY—Well, the committee declined the course suggested by me—namely, from Sandy Hook around the Lightship and back three times. They have finally decided to sail over their usual regatta course.

REPORTER—I presume, sir, you will admit that they have a perfect right to do so?

MR. ASHBURY—Yes; but I am sorry, very sorry, it is so, because my vessel, being a large one, would have more scope outside. Not knowing the course places me at a disadvantage; but as the course is mentioned in the deed of trust I shall now consider the point as settled, and I therefore agree to the course of the New York Yacht Club.

REPORTER—I don't see very well, Commodore, how you could do otherwise; but you have doubtless other objections.

MR. ASHBURY—Most assuredly. To my utter surprise the committee say they decline my proposition to sail twelve races mentioned in my letter to them yesterday. Remember that my letter to them yesterday was not a challenge. The official challenge was made in my letter of the 12th August, wherein I sent twelve certificates, and if for any reason I or the club did not desire to have so many challenges I should have been advised before the Livonia left England. Having been authorized by these clubs to sail I have no other course open but to

INSIST UPON SAILING TWELVE RACES, assuming that I shall arrange with the committee upon other points. I should be sorry to put the committee or yacht owners to any inconvenience, but upon this point it is certainly not my intention to give way, as I have no power or authority to do so. There must be twelve races or none at all.

REPORTER—Any other objections, Commodore? I know you have a few more yet. What about the centreboard yachts?

MR. ASHBURY—Ah, the centreboards. Yes, I believe the committee have decided to enter them. The committee intimates to me this evening that they had considered my objections and have finally decided to send a centreboard yacht, if they

think fit, for one or all the races. Such being the case, I have no objection but to assent.

REPORTER—But you do not dispute the right of the committee in that respect?

MR. ASHBURY—Oh, certainly not. The committee have the power to do so, I admit.

REPORTER—What is your objection to centreboards?

MR. ASHBURY—Well, I can't go into that now, as it is a controversial point.

REPORTER—I assume, Mr. Ashbury, you will make another communication to the committee before anything is settled?

MR. ASHBURY—Yes; to-morrow morning I shall send another communication.

REPORTER—Is there any objection to your stating what is likely to be the nature of your communication?

MR. ASHBURY—No; not the slightest objection. I have not had time to consider what I shall say because I have only just received the communication from the committee. Probably I shall intimate that I shall sail over the New York Yacht Club course, and that I shall assent to and admit their right to send centreboard yachts; and also that they claim the right to make the boat on the morning of the race. But the point upon which I cannot give way, and upon which I shall insist is, that I shall claim to sail the entire number of races, according to the challenges—first, because I have been sent out by these clubs and have no option in the matter. Secondly, that the New York Yacht Club are justified in refusing the number of races mentioned in the challenge from England before the Livonia left. The New York Yacht Club want to have the question decided by the best two out of three or the best three out of five races, and to that I shall decidedly object. Apart from the English clubs having sent the challenges, I am desirous personally of having twelve races, because I consider it will take three or four races before my vessel gets anything like good trim, having been obliged to cut down the masts for the ocean voyage, and up to this moment the sails have not been bent, and it will take time to get the vessel in trim.

REPORTER—You will remember, Mr. Ashbury, that the New York Yacht Club accepted your challenge as the representative of the Harwich Yacht Club, and instead of only one race they are offering to sail five races, and to that I shall decidedly object.

MR. ASHBURY—One moment. Another disadvantage to me, which I shall point out to the committee, will be that having these twelve races almost consecutively the crew will be the same, so far as my vessel is concerned, but as regards the others the crews of the different yachts will be fresh for the races. Again, instead of sailing to the club's promoter that I send the Columbia, Dauntless, Palmer and Sappho, I shall make a counter proposition—to the effect that, instead of their fixing upon the four yachts, they take out of the entire fleet centreboard vessels and keel boats, as they may think fit—one different vessel for every day—and if they do not I shall assent to that arrangement.

REPORTER—What do you think of the selection of yachts by the club to sail against the Livonia?

MR. ASHBURY—Of course, there is no doubt but they have selected the two fastest keel vessels, and, probably from what I know, the two fastest centreboards. But I think it would be fairer to me to send two yachts—one different yacht for every race.

REPORTER—But the yacht America was not allowed the opportunity of selecting her antagonist in the race for the cup. It appears to me, Mr. Ashbury, that, practically, the only question upon which there is likely to be a serious difficulty would be the committee insisting on having five or six races and you insisting on having twelve races.

MR. ASHBURY—Yes, that's so; I shall require the entire number of races.

REPORTER—Now, Mr. Ashbury, in case the committee insist upon the ultimatum that they will sail only three or five races, what action will you take?

MR. ASHBURY—They have no right to indicate any number less than that mentioned in the formal and official challenge sent over, and which is the reason of my being here. The fact is, unless they sail the series of twelve races

THE LIVONIA WILL RETURN TO ENGLAND in two or three days.

REPORTER—Suppose, in that case, negotiations are broken off, would you accept any private challenges?

MR. ASHBURY—None at all.

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a very fine one, and there will be lively times when the contest is in progress.

The Livonia was taken on the small sectional dock yesterday afternoon for repairs and cleaning purposes, and should there be fair weather, will be ready for the important part of her voyage, viz., the coming international races, by Wednesday next.

Yacht racing, N. Y. Y. C. Mr. George W. Kidd, is on the ways at Staten Island.

The new racing sloop built by Mr. McElean, of Panama, N. J., for Mr. A. C. Bush, of the Brooklyn Yacht Club, will be launched from her builder's yard at Staten Island this afternoon.

Yacht racing, N. Y. Y. C. Mr. Jacob Voorhis, Jr., has sailed on the Sound on a short excursion. She will return to New York on Monday.

Yacht racing, N. Y. Y. C. Vice Commodore Douglas, left her anchorage at Whitestone yesterday morning and proceeded for Newport.

Yacht racing, N. Y. Y. C. Mr. Samuel, also left Whitestone yesterday for Newport.

Sloop yacht "Freeth," B. T. G. Maxwell, passed Whitestone yesterday en route for New York.

Turning from a cruise through Long Island Sound. Yacht "Hansby," H. Y. C. Mr. Pope, passed Whitestone yesterday en route for New Haven and a cruise eastward.

AMUSEMENTS.

PARFA-ROSA OPERA—"MARTHA."—A crowded house, immense enthusiasm, a very meritorious performance and a horrible night outside. It seemed as if the oft-quoted clerk of the weather was in one of his most spiteful moods last night, for he turned on the celestial hydrant to an extent that made everybody uncomfortable and made lots of mud puddles in the streets. Yet down stairs in the Academy of Music, the opera was so enjoyed and so successful, though only after the diplomat had made personal appeals to the Senators on the floor of the Senate, and thereby given offence to the government by becoming a lobbyist instead of an ambassador. It is doubtful, however, if this act of it is generally regarded here as in excess of its duty to its government and disrespectful to the people to whom he is accredited, would have been the ground for the determined course which has been taken against him. It was a reason, but, like his outspoken hostility to the Alabama treaty, only one of the reasons, for the course adopted by the State Department. Many little things contributed to the same end, but the straw which broke the camel's back was a heedless remark growing out of the Perkins claim. Judge Dent was of counsel, or something else, for the wily Perkin, though he has since withdrawn from any connection with the case. This fact, and the low estimate Mr. Catacazy places upon the American character, induced him, at a dinner at his own house, to declare that he could bring the Secretary of State, and he had even made himself ridiculous by saying that Mrs. P. was also purchasable. The company was a distinguished one, and the remark gave great offence to the gentlemen who were present. Even the President did not escape Mr. Catacazy's denunciations at that time. His heedless words were afterwards spoken of by a minister who was at the table. In this way his heated language came to the ears of President Adams and Mr. Fish, and hence we spring the fact that Mr. Catacazy's words so much have been upon the subject that even the Russian Minister's friends are not surprised at the semi-official statement from the State Department which was printed to-day. The story in its official form as created a considerable furore and is the subject of much talk in social, government and diplomatic circles.

Mr. Catacazy's house, on I street, is being furnished up for the occupation of the Grand Duke. The apartment occupied by Madame Catacazy is one of so much taste and magnificence that no extensive alterations will be necessary before it is turned over to the imperial guest.

Admiral Lee has been detached from his flagship, the Severn, and will not participate in the reception of the Russian fleet.

The Southern Claims Commission resumed the taking of testimony on Tuesday, they have among other cases, examined witnesses in that of James Millinger, of Pittsburg, Pa., for lumber, bacon and hams taken by General Bull's army on the occupation of Nashville in 1862, amounting to \$9,000, and in the case of Mrs. Louisa Kearney, for property taken near Alexandria, amounting to nearly \$7,000. The Commission will not consent, at this time, to allow their special commissioners in the South to receive testimony in support of any claim exceeding \$3,000 in amount, but claimants who have already filed claims exceeding that sum may, by reducing the amount, bring their cases within the jurisdiction of their resident commissioners. No further applications for the hearing of testimony can be entertained by the Commission until after the 1st of January next.

Misfortunes of Western Distillers. Complaints have been filed at the Internal Revenue Bureau from a number of the small distillers in the Western States to the effect that the expense of keeping a storekeeper on their premises makes it impossible for them to derive a reasonable profit from their business. The regulations framed in accordance with the act of Congress are as liberal as they can be, and the Commissioner recommends them to unite their interests, where the same can be done within the collection district without conflicting with the revenue regulations.

Deaths in the United States. The total number of Germans residing in the United States is 1,690,533, distributed as follows:—Alabama, 2,482; Arkansas, 1,553; California, 29,101; Connecticut, 12,435; Delaware, 1,142; Florida, 597; Georgia, 2,761; Illinois, 20,778; Indiana, 78,030; Iowa, 66,162; Kansas, 123,785; Kentucky, 30,319; Louisiana, 18,933; Maine, 505; Maryland, 47,045; Massachusetts, 13,072; Michigan, 64,443; Minnesota, 41,904; Mississippi, 2,960; Missouri, 113,615; Nebraska, 10,954; Nevada, 2,131; New Hampshire, 436; New Jersey, 54,000; New York, 316,902; North Carolina, 904; Ohio, 182,987; Oregon, 1,875; Pennsylvania, 100,144; Rhode Island, 1,201; South Carolina, 2,751; Tennessee, 4,539; Texas, 25,945; Vermont, 307; Virginia, 4,950; West Virginia, 6,232; Wisconsin, 102,314; Arizona, 379; Colorado, 1,456; Dakota, 563; District of Columbia, 4,090; Idaho, 388; Montana, 1,233; New Mexico, 882; Utah, 358; Washington, 645, and Wyoming Territory, 652.

A Grand Lodge of Colored Freemasons for the District. The colored members of the Masonic fraternity in the District of Columbia have severed their connection with the National Grand Lodge of compact, and will organize a separate jurisdiction. The Grand Lodge here declares itself superior in its own jurisdiction, both as to government of its own immediate membership and in the regulation of its intercourse with other Grand Lodges.

Bolestering Up the Syndicate. The reports as to the failure of the Synodicate to meet its engagements have no foundation whatever in truth, and are supposed to have been circulated for speculative purposes and to influence the gold market. Nothing has been received from Judge Richardson or anybody else showing the least failure either in England or the United States. On the contrary, all accounts to the Treasury Department represent that the Syndicate is promptly complying with all its engagements, and that there is no difficulty about disposing of the bonds.

Local Cass. in House Fees. The Treasury Department has decided that the fee to be charged for a copy of a register, under the second section of the act of 1799, is twenty cents, and not 1, as charged at some of the ports. The law does not in express terms except copies of registers.

The International Money Order System. The money order system between this country and Great Britain went into operation on the 2d, and already the number of applications for orders has been so great as to surprise the officials.

Personal. Commodore S. W. Trenchard, who was recently appointed to special duty in New York, reported to-day at the Navy Department for duty as member of the board for the examination of officers for promotion and the retired list.

Major General Barnum will deliver the annual address at the reunion of the Society of the Army of the Cumberland, at Detroit, on the 15th and 16th of November next.

A British Vessel Abandoned on Lake Erie. Information has reached the Treasury Department to the effect that the British schooner Mary Amelia, bound from Canada to the United States with a valuable cargo, was recently found by an American steamer abandoned on the lakes. She was brought into the port of Erie, Pa., in a sinking condition, and is awaiting judicial action.

The New Light-house in Mobile Bay. The Light-house Board to-day awarded the contract for furnishing the metal work for the light-house now under construction at Sand Island, off Mobile Bay, to Paulding, Kenble & Co. of West Point, N. Y.

WASHINGTON.

An Insight Into the Catacazy Troubles.

Preparations for the Reception of the Grand Duke Alexis.

WASHINGTON, Oct. 6, 1871. The Catacazy Troubles—The Cause of the Russian Minister's Wees.

The friends between Mr. Catacazy, the Russian Minister, and the President which led to the demand for the recall of that functionary, have never been fully or properly understood. In the discharge of his duties the Minister was zealous in a degree that can only be called Catacazian, and in this he stepped beyond the line of his diplomatic duty and paved the way for his own downfall. The first step he took in this direction was in the matter of the reduction of the duty of forty dollars per ton on Russian hemp to the same standard as is applied to Manila hemp—twenty-five dollars per ton. This measure had been started by Mr. Catacazy's predecessor, M. de Hodson, and it was finally successful, though only after the diplomat had made personal appeals to the Senators on the floor of the Senate, and thereby given offence to the government by becoming a lobbyist instead of an ambassador. It is doubtful, however, if this act of it is generally regarded here as in excess of its duty to its government and disrespectful to the people to whom he is accredited, would have been the ground for the determined course which has been taken against him. It was a reason, but, like his outspoken hostility to the Alabama treaty, only one of the reasons, for the course adopted by the State Department. Many little things contributed to the same end, but the straw which broke the camel's back was a heedless remark growing out of the Perkins claim. Judge Dent was of counsel, or something else, for the wily Perkin, though he has since withdrawn from any connection with the case. This fact, and the low estimate Mr. Catacazy places upon the American character, induced him, at a dinner at his own house, to declare that he could bring the Secretary of State, and he had even made himself ridiculous by saying that Mrs. P. was also purchasable. The company was a distinguished one, and the remark gave great offence to the gentlemen who were present. Even the President did not escape Mr. Catacazy's denunciations at that time. His heedless words were afterwards spoken of by a minister who was at the table. In this way his heated language came to the ears of President Adams and Mr. Fish, and hence we spring the fact that Mr. Catacazy's words so much have been upon the subject that even the Russian Minister's friends are not surprised at the semi-official statement from the State Department which was printed to-day. The story in its official form as created a considerable furore and is the subject of much talk in social, government and diplomatic circles.

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THE PRESIDENTIAL PARTY IN BALTIMORE—Visit to the Maryland State Fair—Departure for Washington.

BALTIMORE, Oct. 6, 1871. President Grant, accompanied by Mrs. Grant, Miss Nellie Grant, Mrs. General Babcock and the younger members of the Presidential family, arrived here this morning at half-past seven, on the Northern central Railroad, in a special car attached to that train. They were met at the depot by William Prescott Smith and C. C. Fulton, editor of the Baltimore American, on behalf of the Baltimoreans appointed by the State Agricultural Society of the State of Maryland to receive them.

General Dent and Babcock, who came over from Washington for the purpose of joining the Presidential party, were absent when the train arrived, and joined the party when they reached the depot.

The President at once joined Mr. C. C. Fulton, while the rest of the party were provided for by William Prescott Smith, and the entire party proceeded to the St. Clair Hotel and partook of breakfast.

During the morning John L. Thomas, Collector of the Port of Baltimore; General A. W. Dennison, City Postmaster; W. J. Albert and several other friends were received by the President at the St. Clair Hotel, where he had just returned from the North Carolina Ku Klux trials, was received with much consideration.

Half-past ten A. M. carriages were provided and the Presidential party, accompanied by W. Prescott Smith, Washington Booth, A. C. Fulton, John L. Thomas, Samuel H. Johnson, George Smith and Alexander Fulton, Supervisor of Internal Revenue, drove to the grounds of the Maryland Agricultural Association, at Pimlico Park, where the State Exhibition is now being held. They were met at the entrance to the Park by James W. McKim, Secretary of the State Agricultural Association, and escorted to the grounds. The President was especially pleased with the exhibition of blooded horses that are now in training for the Pimlico races on the 26th of this month.

At two o'clock the party returned to the city, where they were met at the St. Clair Hotel, and at half-past three the President took a special car, provided by the Baltimore and Ohio Railroad, for Washington.

Returns of the President to Washington. WASHINGTON, Oct. 6, 1871. President Grant returned to Washington to-day. The members of the Cabinet now here are Secretaries Fish, Boutwell, Beckman and Postmaster General Creswell.

THE FIRE RECORD.

The Minnesota Fires Still Raging—The Flames Spreading With Lightning Rapidity—Reports of Losses Exaggerated—Many Small Towns Completely Destroyed—Suffering Among the Inhabitants. ST. PAUL, Oct. 6, 1871.

The great prairie fire is still raging with unabated fury, although it is still far from reaching its progress a little for the time. Its course is southeast and up to last accounts it had reached nearly as far as the Iowa border and eastward as far as the Minnesota River, which, it is hoped, will stay its further progress. A high wind yesterday drove the fire forward with lightning rapidity, and it was burning fiercely in the big woods around Glencoe, Le Sueur, Mankato and New Ulm.

Reports of the ravages of the fire sent are coming in constantly, though they are evidently exaggerated. The losses, so far as positively known, are confined to houses, barns, fences, hay, wheat and live stock.

Only two lives are known to have been lost—that of a Swedish named Conneau, of Kandiyohi county, and a man, name unknown, who started from the same county with a drove of cattle for Fort Geary and was overtaken by the fire.

There is no means of ascertaining the amount of damage done, owing to the large tract of country over which the fire has swept, on account of its indiscriminate nature, but it must be very heavy. Many small towns have been completely destroyed, and solitary farm houses in the track of the fire have almost invariably been burned to the ground. The amount of suffering must necessarily be great, as farmers have lost everything on their homestead, live stock and crops, with a long winter close upon them.

Fires on the Prairies. CHICAGO, Oct. 6, 1871. Fires in the woods and on the prairies are prevailing in every direction in the Northwest, including Michigan, Illinois, Wisconsin, Minnesota and Iowa. In some places the fires have been extinguished by heavy rain. The country is as dry as tinder.

Destruction of the Fitchburg Railroad Depot at Christown, Mass.—Loss \$100,000—A Lady Employe Burned. BOSTON, Oct. 6, 1871.

The freight depot of the Fitchburg Railroad, located in Christown, was burned at noon to-day. The loss is estimated at \$70,000; insured. The Waterville House, in close proximity, suffered slight damage.

Miss Ada B. Andrews, principal copyist in the freight department, was surrounded by a sudden bursting of flames from kerosene and other inflammable freight and burned to death. Her parents reside in Oswego, N. Y. Other persons in the same building narrowly escaped.

The fire caught from sparks from an engine, and spread with lightning rapidity, the flames being fed by exploding oil barrels.