

ENGLAND ON THE QUI VIVE.

Rear Admiral Inglefield Inspecting Our Forts and Harbors.

England's Preparations for Possible War.

Opinions of the Officers of Our Army and Navy.

WASHINGTON, March 17, 1872. The appointment of Rear Admiral Inglefield of the British navy, as attaché of the British Legation at Washington, will quite recently excited little attention in official circles, but as it is now known that since his arrival in this country, six weeks ago, he has been unusually active, there are good grounds for saying that his movements have been directed by the British Minister under instructions from the home government. Rear Admiral Inglefield is one of the highest officers in the British navy. He will soon be promoted to the rank of Vice Admiral, and become entitled to a high command. In the position now occupied he is apparently a mere subordinate, in small pay, fulfilling the duties heretofore discharged by a captain of the royal navy. The operations of Rear Admiral Inglefield have been examined into our topographical condition of our navy, the approaches to New York bay, especially at Hell Gate, the harbor defences at Portland, Fort Mifflin and Boston, and the entrances to New London and Newport. He has made inquiries in regard to the guns mounted on our fortifications, and has also manifested a good deal of anxiety to ascertain what are the penetrating powers of our heaviest shot in regard to iron, but he has exhibited little or no interest in reference to other details which generally attract the attention of foreign officers. He also attempted to obtain some insight into the army torpedo system at Willet's Point, but the courtesy extended elsewhere was refused him, as the operations of a secret agent so far as the government is concerned, is the condition of the condition of the coast defences along New England and New York, and our capacity to build and repair vessels at the Portsmouth, Charlestown and Brooklyn navy yards, was summed up to Washington by Minister Thornton on the 10th instant, and on the following day, under orders, proceeded to New Orleans by rail to inspect the defences of that city and the approaches to the mouth of the Mississippi. From thence he will leave for Key West via Havana, visit the Pensacola Navy Yard, and find out what is the actual condition of the southern coast. All this is the topic of conversation among army and naval officers, and, as there can be no objection to the representative of a nation with which we are at peace, availing himself of the privileges always extended to proper representatives, no one blames Admiral Inglefield for his active inquiries. He is spoken of as a most agreeable gentleman, of fine address, and has had the most extended fields for observation in Europe, where he acquired himself with much honor in prominent service, and is well known as an inventor and an officer skilled in the construction of many valuable machines now in use in the English navy.

This is the gentleman selected by the British government to report upon the exact condition of our system of defensive warfare. He is one who would be well adapted to command a fleet of vessels on our coast in time of war, especially with the knowledge he will gain in travelling through our country. Besides these facts, which have awakened the attention of prominent officials, the Navy Department is advised that at this time a flying squadron of the fleet vessels, under the command of one of the best Admirals of the British navy, is ordered to assemble at the Azores next summer; and, as an English naval paper recently remarked, "they are to be ready for contingencies in case the black cloud now rising in the West should assume greater proportions." The English *Naval Gazette* gives a larger class of both iron-clad and wooden vessels of light draught fitting out in England than ever before. What all these preparations and inspections mean is explained by a prominent naval officer, as only precautionary on the part of England, in the event of any misunderstanding between this country and Great Britain growing out of the claims for consequential damages. "It will be remembered," he said, "that from the moment the British government learned of the boarding of the Trent and the taking off of Mason and Slidell until our government apologized and delivered up the rebel commissioners, there was ceaseless preparations for war. England never waits for an emergency. She is always ready, and while diplomatists are tendering professions of friendship and assurances of distinguished consideration, the Admiralty Board is engaged in a constant increase of the naval strength and resources of the kingdom. In case of war with this country the object of Great Britain would be to enter our principal ports and bays which could not be fortified, or which could not be protected by torpedoes. They would also aim to obtain possession of the Mississippi River, following our example, in this respect, during the rebellion. This they could do more easily than we did, as they are supplied with a class of iron-clads that can ascend from the mouth of the Mississippi to St. Louis and Cincinnati; such as the *Penelope*, *Palos*, *Parvise*, *Research*, *Enterprise*, *Scorpion*, *Wyvern*, *Viper*, *Vixen*, *Water Witch*, *Cerberus*, and perhaps the *Glatton*. These vessels all have heavy guns, shielded with not less than four and a half inches of iron plating, and draw not over fifteen feet of water. Besides these there are from sixty to eighty light draught vessels which could be brought to bear upon the forts of the Mississippi. There are also now in commission, all told, fifty-four heavy iron-clads, carrying upwards of 220 guns, from seven-inch rifles up to the twenty-five ton guns carrying a 400-pound shot. Most of these are capable of resisting a seven-inch rifle shot one mile, and a large number of them would resist our fifteen-inch shot, at short range."

"This," he said, "will give you some idea of the condition England is in to do us harm, not to mention our naval defences and their dilapidated condition. She may decline to abide by the Geneva Arbitration. In that event the only way she could cover such a doubtful position would be to provoke war, in the hope of recovering her warring prestige by alleging that we had acted in an undignified manner in presenting our case with indirect damages included. You may rely upon it, the mission of Rear Admiral Inglefield is something more than can be discerned on the surface. The English government desires to have an officer to command the North American station, who can comprehend the true condition of affairs, and who would be so well informed that he could strike us at the point where we are the weakest. There is nothing wrong in this if England anticipates difficulties with us in the future, for a nation has the right to avail herself of all the means at her disposal to ascertain the weak points of a possible enemy. We do it ourselves, and why not the naval attaché of the British Legation? Our successes during the war of the rebellion have taught foreigners what they can do themselves; for the points that were attacked by our fleets and knocked to pieces have never been repaired, and those in the South are in the most deplorable condition. With a British fleet in possession of our Southern coast and harbors, the Southern people, sympathizing with them, think they are likely to do for some years to come, and our privateers and iron-clad harbors in possession of heavy English iron-clads, we would occupy a most humiliating position. Though we might conquer in the end, no man can estimate the possible cost of the war."

The opinion of naval officers is endorsed by the army officers, especially by the officers of the Engineer Corps. Colonel Benet, of the Ordnance Bureau, in his testimony before the Senate Investigation Committee a few days ago said that the great want of the country was, not so much small arms, but the heavy ordnance to arm our fortifications, in which we are sadly deficient in the event of foreign vessels attempting to enter our harbors. We

have not a gun that can pierce eight inches of iron at a distance of 1,000 yards, while the English twelve-inch rifle gun, at a distance of one mile, can pierce plates of ten and one-quarter inch thickness. While our rivers and harbors may be dotted with torpedoes, the experience of the war has convinced us that the army system of torpedoes is not alone effective. It is true we can make them with the same facility that we can obtain lager beer kegs, but with all this facility the rebel generals were so aquainted during the war, yet it did not prove such an effective weapon in their hands as it is argued it would be in ours in the event of war with Great Britain.

It is said that we have fortifications strong enough, both on the Atlantic and Pacific coasts, but we lack the heavy ordnance, especially the rifled guns. In the report of the Chief of Ordnance for 1871 that officer said:— "In January, 1867, a board, composed of artillery, engineer and ordnance officers, was appointed by the Secretary of War to fix the armament for the fortifications. The board unanimously reported that 800 smooth-bore guns (10-inch, 12-inch and 13-inch), 500 rifled guns (10-inch and 12-inch), and 300 mortars (13-inch and 14-inch), would be required in addition to the guns which were then on hand, and recommended that the board should be organized at that time. The report was approved by the Secretary of War *interim*. Of the guns recommended by the board there were on hand at that time 100 smooth-bore, 100 rifled, and 100 mortar smooth-bore, fifty-nine thirteen-inch mortars, and since that time about twenty-five fifteen-inch guns have been purchased by the Government, making the number about three hundred and twenty. There are no smooth-bore guns of the calibre recommended by the board on hand, and the fortifications. It is of the highest importance that we should have heavy rifle guns for the fortifications, and it can only be determined by actual experiment now, in the hands of the board, what material they shall be made.

The whole subject is much canvassed in official circles, and much interest is manifested in making some preparation against the coming danger.

FIRES.
Destitutive Fire in Philadelphia.
Saturday night a fire was discovered in the building No. 720 Market street, occupied in part by E. P. Mayer & Brothers, harness and saddle manufacturers. The fire originated on the third floor of the building, in the back part, which was constructed of wood and was entirely destroyed, and the stocks on the other floors were badly damaged by water. The stock of Mayer was valued at \$35,000; insurance \$20,000 in city companies. The building was also insured in city companies. The fire was caused by a defective flue, as ascertained by Mr. Campion, and the other floors were used by Messrs. Koons, shoe manufacturers. Both loss slightly by water. The building was occupied by John G. Baker & Co., wholesale druggists, was flooded. The other occupants of the building were Samuel H. Harter, and Messrs. Haring & Burnham, shoemakers, who lose heavily by water.

Fire in St. Louis.
The flouring mill of Leasinghouse & Bro., corner North Second and Jefferson streets, was destroyed by fire early yesterday morning. The loss on the building is about \$60,000. Insured in the Andes, of Cincinnati; North American, Phoenix, and Washington, of New York; and in the Citizens' of St. Louis, for \$2,000—total, \$63,000.

Hotel Burned in South Carolina.
A destructive fire occurred in Unionville, Union county, S. C., last Friday, burning two hotels and eight other buildings. The loss is estimated at \$40,000. It is supposed to have been the work of an incendiary.

A Church Burned.
The Methodist Episcopal church at New York Mills, near Utica, was destroyed by fire on Saturday. Loss \$30,000. Insured for \$10,000. The fire was caused by a defective flue.

Fire in Providence, R. I.
A fire in a hay storehouse on Washington street, Providence, early yesterday morning, caused the loss of \$6,000 on stock belonging to D. G. Hall & Co., and \$2,000 on the building, owned by Elisha M. Brown, and a fire at four o'clock yesterday afternoon, in the Worcester Railroad freight and passenger station, destroyed the barrels of kerosene and five Boston and Albany Railroad cars, loss \$3,000 to \$4,000. In both cases the fire was probably incendiary.

Fire at Scranton.
A fire occurred at Scranton last evening, destroying three frame dwelling houses belonging to Dennis Buckley, a well known Snyder, and the Harmon Building Association. Loss \$6,000.

RAILROADS BLOCKED EVERYWHERE.
BAXTON, Me., March 17, 1872.
The snow storm of Friday was much more severe to the north and westward than here. More snow is falling, attended with a severe gale.

On the European and North American Railroad and on the Piscataquis railroads the snow is drifted fearfully. Some of the DRIFTS ARE TWELVE FEET DEEP.
The train which left here for Dover on the Piscataquis road on Friday morning, and should have returned the same afternoon did not reach Oidtown on its return until half-past three this afternoon, and the joining train on the European and North American Railroad, which left St. John on Friday morning, reached this city at seven this evening having experienced great difficulty in overcoming the blockade both in going up and returning. The European and North American Railroad is so badly blocked on the New Brunswick section, and no tickets will be sold to go beyond McAdam Junction on the train which goes out to-morrow morning. The Superintendent of the European and North American Superintendents Angell and McLeod are doing all in their power to clear the road. It is reported that the heavy snow is causing some impediment, which may cause a continuance of the blockade. Nothing like the past two weeks has ever been experienced in the history of railroads in Maine. Schooner Katabish, ice-bound in Bucksport Narrows, was relieved to-day and came up to Bangor. Surgeon-Commander G. S. Sanford, who was frozen in while attempting to aid the Katabish has reached her dock in Bucksport.

DEATH OF A PRIEST.
POUGHKEEPSIE, March 17, 1872.
Rev. Father Scully, pastor of St. Joseph's Catholic church in Rhinebeck, died in that place to-day. His funeral will take place on Tuesday, at eleven o'clock.

THE OMAHA BRIDGE TOLLS.
COUNCIL BLUFFS, Iowa, March 17, 1872.
Although the great bridge across the Missouri at this point is completed and has been satisfactorily tested, from a hesitancy on the part of the Union Pacific Railway Company to transfer freight with Eastern and Southern lines terminating here the bridge has not as yet been put into use. The object and efforts of the Union Pacific officials seem to be to compel Iowa roads to use the bridge, to pay \$10 per car ton, and to hold them amenable to the law. The Iowa roads, however, have unanimously determined to assume no responsibility beyond their termini in this city. Cars crossing by the old transfer line at the rate of fifty daily, and will do so until the differences between the Union Pacific and Iowa roads are settled. The unanimous report of the government directors, decided by the Council Bluffs, and not Omaha, is the legitimate terminus of the Union Pacific Railroad, has created a very serious feeling in real estate and business matters at that point.

ELECTION IN IRELAND.
DUBLIN, Pa., March 17, 1872.
Charles M. Reed, son of the late General Charles M. Reed, was elected Mayor of this city, on Friday, without opposition. Mr. Reed is the representative of an estate of several millions, and pledges himself to use his influence and money freely with Eastern and Southern lines terminating here the bridge has not as yet been put into use. The object and efforts of the Union Pacific officials seem to be to compel Iowa roads to use the bridge, to pay \$10 per car ton, and to hold them amenable to the law. The Iowa roads, however, have unanimously determined to assume no responsibility beyond their termini in this city. Cars crossing by the old transfer line at the rate of fifty daily, and will do so until the differences between the Union Pacific and Iowa roads are settled. The unanimous report of the government directors, decided by the Council Bluffs, and not Omaha, is the legitimate terminus of the Union Pacific Railroad, has created a very serious feeling in real estate and business matters at that point.

STONE CUTTERS' EIGHT HOURS STRIKE.
COLUMBIA, S. C., March 17, 1872.
The stone cutters employed on the federal buildings are still here awaiting the action of Congress sustaining the Eight hour law, which was passed in July, 1868. Superintendent Kingsley fails so far to get men to go on with the work.

THE AMERICAN GEOGRAPHICAL SOCIETY.
This society will hold their monthly meeting to-morrow evening in their rooms in the Cooper building, Rev. Myron Maury, of Fordham, will read a paper on Martin Behaim's globe, which was constructed by him toward the close of the fifteenth century. The claims of Columbus to the discovery of this Continent will then also be discussed.

ST. PATRICK'S DAY AND A SNOW STORM.
St. Patrick's Day came with a snow storm. The day was generally observed in the Catholic churches. Various Irishmen associated in the services, the Knights of St. Patrick, a large body, appearing in uniform.

A Vesuvius Railroad.
Information has been received that the Swiss engineers Naaf, Algenbach and Zschokke are about to construct a railway to the summit of Mount Vesuvius, similar to that at Mount Washington.

A Disgraceful Case.
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BRITISH COMMERCE STATISTICS.

WASHINGTON, March 17, 1872.
Hopeful View of the Alabama Case.
It has recently been ascertained that the intricate steps in the Treaty of Washington began a year previous to the commencement of the formal negotiations in this city, and that preliminary notes were, from time to time, sent to England for consideration of the British Cabinet, which suggested such modifications as the case required. Finally the letter from Sir Edward Thornton to Secretary Fish and that in reply to it by the Secretary were prepared, the one dated the 26th and the other January 30, 1871, in relation to the appointment of a Joint High Commission. The fact of the preliminary movements for a settlement of the questions between the two countries had been privately communicated to about twenty members of the Senate, who made no disclosures concerning it. No official information has yet been communicated as to the spirit in which the letter of Secretary Fish to Earl Granville has been received. Gentlemen in high official position, however, think that the conflicting views of the two governments will be reconciled. The Japanese at Prague.—Dr. Newman's Sec-

Rev. Dr. Eddy entered upon the pastorate of the Metropolitan church to-day, succeeding Dr. Newman. A short time after the commencement of the services this morning the Japanese Embassy entered, and with their attendants were escorted to seats near those occupied by the President and Vice-President of the United States and their families. A few sentences of the clergyman relative to progress and to distinguished representatives of an Eastern nation coming to the West to examine its civilization and general condition, were interpreted in a slow tone to the Embassy members by a gentleman who accompanied them. Immediately after the service they were conducted out of church by a private side door, where they took their carriages and were driven to the Arlington House.

British Commerce Statistics.
The current number of the monthly report of the Bureau of Statistics, to be issued in a few days, will contain an elaborate and important statement showing the value of British and Irish produce, and of foreign and colonial produce respectively, exported from Great Britain each year from 1840 to 1869, inclusive, to each of the countries with which her commerce is carried on. The following table shows the total annual exports of each of the above classes of produce, at intervals of five years during the period named:—

Table with columns for British and Irish produce, Foreign and Colonial, and values for years 1840, 1845, 1850, 1855, 1860, 1865, 1870.