OUR RUSSIAN VISITORS.

The Cimbria Visited by a United States Revenue Cutter.

MYSTERIOUS MOVEMENTS.

What Is Said Regarding the Recent Arrivals in This City.

ARE STEAMERS WANTED?

A List of Available Vessels That "May Be Purchased."

THE CIMBRIA.

HER MEN SAID TO BE DESTINED FOR THE AMOOR RIVER.

[BY CABLE TO THE HERALD.]

LONDON, May 11, 1878.

The *Standard* understands that the Russian Ambassador at Rome has said that the steamer Cimbria was engaged to transport men and officers to America, where they will cross the Continent, and other vessels take them to the mouth of the Amoor, this being twenty-one days shorter than the route across Siberia. The object is merely the better protection of Russia's possessions on the Lower Amoor.

VISIT TO THE STEAMER BY AMERICAN OFFICIALS—MYSTERIOUS MOVEMENTS.

[BY TELEGRAPH TO THE HERALD.]

ELLSWORTH, Me., May 10, 1878.

The Cimbria has lately been the object of more attention on the part of both Americans and Russians. When the revenue cutter Hugh McCulloch reached Southwest Harbor yesterday afternoon she found all on board the Cimbria in perfect legal order, that vessel even having the certificate of a British consul (?), presumably at a port in the Baltic, that she contained no contraband. It would seem that this examination of the Cimbria was conducted by special agents, for when the cutter came in those on board inquired if "two men had just arrived?" This was about six o'clock P. M. At nine o'clock the expected two arrived, and at once hired a boat to take them to the Cimbria. They returned at eleven P. M., remained at the Island House till five o'clock this morning, and then again boarded the Cimbria. From her they crossed to the cutter, which left the harbor almost immediately.

MORE MYSTERIOUS MOVEMENTS.

On the Russian side the drama was more interesting. Late in the afternoon a team was seen making its way down to the wharf, and at the same moment a boat shot from the side of the Cimbria. As the carriage reached the wharf the boat touched it, and the brothers Grippenberg joined hands again, for the travellers were Captains Hunt and Grippenberg, the latter the younger brother of the commander of the Cimbria's naval contingent. After the first greetings the brothers, with Captain Hunt and a Russian officer, started off into the woods out of sight and hearing of the sailors and the curious spectators.

CAPTAIN HUNT SHOWS HIS HAND.

The conference ended, all went on board the Cimbria; but the new comers started this morning on their return. This evidently connects the Cimbria with the mission of Captain Hunt, and if that be to buy cruisers confirms the view advanced in my last as to the real secret hidden in the black hull of the Cimbria.

HAVING A GOOD TIME.

To-day three young officers from the Cimbria have been visiting Ellsworth, where they were hospitably entertained at the house of Attorney General Emery. As I write they are still in town, and it is whispered that they have now found an oasis exempt from "the Maine law." They refuse to tell their names, alleging that it is against orders.

STEAMERS THAT HAVE NOT BEEN PURCHASED BY RUSSIANS.

PHILADELPHIA, May 10, 1878.

The officers of the American Steamship Company authorize the statement that there is no truth in the rumors that an agent of the Russian government has been negotiating for the purchase of the line.

RUMORED PURCHASES OF STEAMERS IN BALTIMORE.

BALTIMORE, Md., May 10, 1878.

It is rumored here to-night that several of the best steamers of the North German Lloyds line, between this city and Bremen, have been sold to the Russian government. The Baltimore agents of the line have no knowledge of such sale, but it is known here that the best ships have been replaced by others, and applicants for first class cabin passage have been informed that they could not be accommodated here, but must sail from New York.

THE RUSSIAN AGENTS.

VISITORS IN NEW YORK CITY—HAS RUSSIAN GOLD ARRIVED FOR THE PURCHASE OF FAST STEAMERS?

Various rumors were again circulated in the city yesterday touching the conjectured warlike mission of the four Russian officers, who arrived at this port from Havre on Thursday, and took up their temporary residence at the Everett House, where Count Alexijeff, of the steamer Cimbria, had been sojourning for a few days previously. The names of these foreign gentlemen, toward whose movements and possible intentions public interest is just now directed, are:—Captain L. P. Semetschkin, Lieutenants A. R. Rodrinoff and A. M. Knolinsky, and N. Kouteynikoff, naval architect. It is generally believed that the arrival of this party of Russian naval officers has a direct bearing on the reported intention of their government to purchase fast American steamers for transport and other service, to be ready in case war should be declared between Russia and England. In fact it is understood that Captain Semetshckin, who left his hotel *en route* for Washington yesterday morning, intimated before leaving that Russia was undoubtedly making preparations to attack the English on the seas in the event of war, and that he had assumed command of the Cimbria and of the entire projected expedition on the coasts of the United States. In speaking of the Cimbria, Captain Semetschkin is reported to have remarked that that vessel was now under his orders; that he considered her a good store and transport ship, but not adapted for any other service. He also intended, it is said, to purchase fast sailing vessels; but no letters of marque would be issued by the Russian government for any privateers and no privateering would be carried on under the Russian flag.

Captain Semetschkin is described as a somewhat stout gentleman, of middle height, speaking English fluently, and a thorough sailor. He is said to have travelled extensively in this country some years ago and was one of the Russian Commissioners to the Centennial Exhibition. As already indicated, he left this city early yesterday morning for Washington, where, it is said, he has government business of an important character to confer in regard to with the Russian Minister. That he went upon an urgent mission may be inferred from the circumstance of his having left behind him at the Everett House his accomplished wife, who accompanied him across the Atlantic. The writer understood yesterday from what is deemed reliable authority that Captain Semetschkin has been not only instructed by his government to purchase several fast steamers in this country, but that he actually brought Russian gold with him to pay for them. He is expected to return to this city to-day.

But little could be ascertained at the Everett House yesterday in regard to the movements of the three remaining officers. They remained indoors during the forenoon, and after luncheon drove out on a private tour of inspection through the upper portion of the city. The party returned to the hotel about half-past five, and about two hours later again drove away, this time accompanied by Captain Semetschkin's lady. A visit to the Clarendon Hotel by a HERALD reporter last evening revealed the fact that the party had not called upon Consul General Bodisco during the day, which might be accounted for on the ground that that gentleman has been confined to his room by illness for some days past. It was ascertained at the Everett House that Count Alexijeff, of the Cimbria, left for Boston on Thursday evening.

NO OFFER FOR HAVANA STEAMERS.

As it had been rumored that a Russian agent had made an offer for the fast steamer City of Washington, of the Alexandre line to Havana, a HERALD representative called at the office of that company in the afternoon and had an interview with Mr. H. Alexandre, the superintendent of the line. In reply to questions by the writer he said:—"No offer has been made for the purchase of the City of Washington by the Russian authorities, so far as I know, nor are there any negotiations pending for that purpose. Of course we have had brokers and others calling at our office to inquire what we would sell her for, but this is perhaps owing to the reputation she has made as a fast sailer. I do not know whether any of these inquiries have been prompted by the Russian government or otherwise. My own opinion is that in case of war with England, Russia would be looking after our wooden steamers instead of the iron ones, as they are all fast sailors."

A prominent steamship broker on South William street, whose name had been mentioned in connection with rumored negotiations on the part of Russian agents for the purchase of fast vessels, was also called upon. He said:—"There is no truth whatever in the rumor that any Russian agent has called at my office for any such purpose. If they mean business they don't act like it. I am not aware that any one has been inquiring about the purchase of vessels on Russian account, as if such was the case I believe I should know something about it. If it is their intention to purchase steamers you can see yourself that the agents are acting in a way to raise unnecessarily the price of that stock in the market.

A gentleman connected with a prominent arms manufactory stated yesterday that the Russian government had given an order for 100 torpedoes that are now being manufactured in Philadelphia and are also having some made in Cleveland, Ohio.

A TALK WITH NAT M'KAY.

A representative of the HERALD called yesterday at the Metropolitan Hotel in order to have a talk with Mr. Nathaniel McKay, who is said to be interested in the purchase of vessels for the Russian government. The gentleman was engaged when the reporter sent up his card, but after a few minutes' delay he came down stairs and the following conversation ensued:—

REPORTER—Can you give me some information, Mr. McKay, in regard to the report that the Russian government intends to purchase some of our American steamers?

Mr. MCKAY—I have heard that there is an agent in the country who is prepared to purchase some suitable steamers, but I have not heard that he has made any purchases as yet.

REPORTER—What does the Russian government intend to do with the vessels after they are purchased?

Mr. MCKAY—I suppose they know more about that themselves. They might do a good deal of damage among English merchantmen if they were successful in keeping out of the way of English cruisers.

REPORTER—You have not heard of any vessels that are likely to be selected by the Russians?

Mr. MCKAY—No, it is not likely they are going to tell every one what they want to buy. Prices have gone up enough already, without their showing their hand any further. Any way, I do not think if there are any vessels sold that the only purchasers will be Russians, as the English have plenty of money, and it is not likely they will let their enemies get any the best of them in their preparations.

REPORTER—Is Captain Hunt the properly accredited Russian agent?

Mr. MCKAY—I should imagine that Captain Hunt has some business connection with the Russian government; but I can give you no definite information as to its direct nature. Your reporter appears to have had quite an extended conversation with him as to the nature of his business.

REPORTER—Have you heard of any offers having been made for any American steamers?

Mr. MCKAY—No, I have not; and it seems to me, from what I can hear of prices that have been placed on certain steamers, that American owners will drive the Russian and English agents to other markets. There are plenty of first class steamers to be bought in France and Germany.

The steamship Neckar, of the Bremen line, arrived at Quarantine last evening. She is reported to have on board a large number of Russian naval officers, coming here under sealed orders.

AVAILABLE STEAMERS.

The rumors of the arrival of Russian agents prepared to purchase seaworthy steamships has created quite an excitement among the owners of suitable vessels, and there is no doubt they can be accommodated with a first class lot of vessels if they are prepared to pay the price. It is also understood that the English government intend to keep pace with the Russians and that they have an agent now in this city who is on the lookout for vessels that can be purchased at a fair price. The price of steamships appears to have raised about fifty per cent in the last ten days, and if there is only a little active competition between the Russian and English agents there is no knowing what price will be demanded. The buyers are said to be indignant, and threaten to go to France and Germany if steamship owners in the United States do not come down to reasonable figures.

The following is a list of steamers that could, probably, be bought if the agents of the Russian or English government are prepared to pay the prices demanded:—

PACIFIC MAIL STEAMSHIP COMPANY.

Name.	Year Built.	Tonnage.	Where Built
City of Tokio	1874	5,079	Chester, Pa.
City of Pekin	1874	5,079	Chester, Pa.
City of New York	1875	3,910	Chester, Pa.
City of Panama	1873	4,480	Chester, Pa.
City of San Francisco	1875	3,010	Chester, Pa.
City of Sydney	1875	3,030	Chester, Pa.
Acapulco	1873	2,572	Wilmington, Del.
Colima	1873	2,905	Chester, Pa.
Colon	1872	2,085	Chester, Pa.
Colorado	1865	3,727	New York.
Constitution	1861	3,575	New York.
Costa Rica	1868	1,457	Wilmington, Del.
Granada	1873	2,572	Wilmington, Del.
Salvador	1862	1,065	Wilmington, Del.
Dakota	1865	2,153	Greenpoint.
Great Republic	1866	3,881	New York.
Montana	1865	2,076	New York.
Ocean Queen	1857	2,715	New York.
Oregonian	1863	1,014	New York.
Orizaba	1860	1,244	New York.
Rising Star	1865	2,726	New York.
W. P. CLYDE AND CO.			
Alliance	1863	426	Wilmington, Del.
Ashland	1863	761	Philadelphia.
Benefactor	1870	843	Chester.
Clyde	1870	2,015	Philadelphia.
Columbia	1857	1,271	New York.
Columbus	1873	1,583	Philadelphia.
Crescent City	1860	1,731	Boston.
Defiance	1875	381	Wilmington.
Equator	1869	1,044	Mystic, Conn.
Fanita	1868	432	Wilmington.
Florida	1859	514	Mystic, Conn.
George W. Clyde	1872	1,804	Philadelphia.
Gulf Stream	1860	998	New York.
Havana	1860	885	Greenpoint.
Morro Castle	1864	1,680	New York.
Regulator	1869	847	Chest r, Pa.
Santiago de Cuba	1861	1,027	New York.
South Carolina	1865	1,609	South Boston.
Tybee	1864	800	Philadelphia.
Vindicator	1873	1,021	Brooklyn.
Wilmington	1865	895	Wilmington, Del.
PHILADELPHIA AND READING RAILROAD COMPANY.			
Achilles	1870	703	Chester, Pa.
Allentown	1874	1,293	Philadelphia.
Berks	1874	553	Chester, Pa.
Centipede	1869	436	Chester, Pa.
Hercules	1870	764	Chester, Pa.
Harrisburg	1874	1,283	Philadelphia.
Lancaster	1874	1,283	Philadelphia.
Panther	1870	693	Philadelphia.
Perkiomen	1874	1,033	Chester, Pa.
Pottsville	1874	1,283	Chester, Pa.
Reading	1873	1,283	Philadelphia.
Williamsport	1874	1,283	Philadelphia.
C. H. MALLORY & CO.			
Carondelet	1873	1,502	Mystic, Conn.
City of Austin	1871	1,294	Mystic Conn.
City of Dallas	1872	914	Portland, Conn.
City of Houston	1871	1,515	Chester, Pa.
City of San Antonio	1872	1,412	Chester, Pa.
Rio Grande	1870	2,593	Chester, Pa.
Western Texas	1877	1,121	Chester, Pa.
CHARLES MORGAN & CO.			
Algiers	1876	1,717	Wilmington, Del.
City of Macon	1877	2,000	Chester, Pa.
Clinton	1863	1,187	Wilmington, Del.
Hutchinson	1870	1,434	Wilmington, Del.
Lone Star	1873	1,735	Wilmington, Del.
Morgan	1865	994	Wilmington, Del.
Mot. na City	1876	1,718	Wilmington, Del.
New York	1875	1,732	Wilmington, Del.
W. G. Hewes	1860	1,230	Wilmington, Del.
F. ALEXANDRE AND SONS.			
City of Havana	1872	1,515	Greenpoint.
City of Merida	1870	402	Greenpoint.
City of Mexico	1869	1,026	Greenpoint.
City of New York	1873	1,715	Greenpoint.
City of Vera Cruz	1874	1,874	Greenpoint.
City of Washington	1877	2,050	Chester, Pa.
Cuba	1863	1,073	Fairhaven.
F. NICKERSON AND CO.			
Carroll	1862	1,372	New York.
Seminole	1868	1,073	Pensacola.
Somerset	1862	1,043	New York.
Worcester	1873	1,325	New York.
CLARK AND SHANAN.			
Cortes	1863	1,349	Medford.
Hudson	1874	1,872	Wilmington, Del.
Knickerbocker	1873	1,642	Wilmington, Del.
New Orleans	1872	1,440	Wilmington, Del.
OREGON STEAMSHIP COMPANY.			
California	1864	673	Mystic, Conn.
City of Chester	1874	1,100	Chester, Pa.
G. W. Elder	1874	1,561	Chester, Pa.
John S. Stevens	1872	1,836	New York.
Oriflamme	1863	1,082	New York.
MERCHANTS AND MINERS' TRANSPORTATION COMPANY.			
George Appold	1864	1,456	Philadelphia.
W. Crane	1871	1,416	Wilmington, Del.
W. Kennedy	1869	974	E. Boston.
W. Lawrence	1869	1,040	E. Boston.
JAMES E. WARD AND CO.			
Niagara	1877	2,295	Chester, Pa.
Saratoga	1877	2,295	Chester, Pa.
OLD DOMINION LINE.			
Albemarle	1865	811	New York.
Hatteras	1865	868	New York.
Isaac Bell	1868	1,612	Williamsburg.
Richmond	1872	1,437	Richmond.
Wyanoke	1870	2,067	Wilmington.
W. R. GARRISON.			
Herman Livingston	1864	949	New York.
Merrimac	1862	2,031	Boston.
Minnetonka	1859	800	Medford.
Ontario	1867	3,451	Newburyport.
San Salvador	1859	971	Wilmington.
AMERICAN STEAMSHIP COMPANY.			
Illinois	1873	3,101	Philadelphia.
Indiana	1873	3,101	Philadelphia.
Ohio	1873	3,101	Philadelphia.
Philadelphia	1862	3,016	Philadelphia.
W. F. WELD AND CO.			
Mississippi	1863	1,038	Dumbarton.
Western Metropolis	1863	2,372	New York.

MISCELLANEOUS

Name.	When Built.	Tonnage.	Owners.
Acushnet	1859	325	N. B. & N. Y. S. S. Co.
Albatross	1858	484	Com. S. B. Co.
America	1863	781	Bal. & Go. S. S. Co.
Ancon	1868	1,546	Gossler, Nelson & Co.
Arcadia	1863	373	Winsor & Co.
Aries	1862	830	Whitney & Sampson.
Artisan	1845	338	C. H. Delemater.
Blackstone	1862	1,147	Balt. So. S. S. Co.
Bolivar	1870	599	Vermont Cen. R. R.
Capital	1865	1,625	Cal., S. S. Co.
Catherine Whiting	1864	880	Higgins & Co.
Centipede	1869	436	W. D. Crane & Co.
Champion	1869	1,418	N. Y. & Ch. S. S. Co.
City of Atalanta	1875	1,621	Charleston S. S. Co.
City of Portland	1874	1,625	Internat'l S. S. Co.
City Point	1864	678	Florida S. S. Co.
Cleopatra	1865	1,046	Murray, Ferris & Co.
Charles W. Lord	1865	1,494	Philadel. S. S. Co.
D. J. Foley	1872	541	Baltimore S. S. Co.
Daniel Webster	1853	910	J. P. Moore.
Dictator	1863	735	Florida S. S. Co.
Eastern City	1862	707	J. P. Moore.
Eleanora	1874	988	Portland S. S. Co.
Escort	1862	675	F. C. Schmidt.
Flag	1857	637	J. W. Quintard.
Franconia	1863	674	Portland S. S. Co.
General Whitney	1877	1,848	Metropol'n S. S. Co.
Honduras	1871	1,810	Panama R. R. Co.
Huntsville	1857	1,109	R. Sturges & Co.
Idaho	1869	3,192	C. O. & M. S. S. Co.
James Adger	1851	1,085	J. W. Quintard.
John Brooks	1859	1,011	Portland S. P. Co.
Johns Hopkins	1873	1,470	Merchants' S. S. Co.
John H Everman	1865	692	H. Simons.
Juniata	1869	1,215	Ph. & S. M. S. S. Co.
Kalorama	1858	439	Goodall, Nelson & Co.
Katahain	1863	1,234	J. T. Sandford.
Los Angeles	1866	493	Goodall, Perkins & Co.
Lucille	1863	537	H. James & Co.
Manhattan	1865	1,337	C. S. Whitney.
Mary Sanford	1862	442	Harris & Howell.
McClellan	1854	953	J. C. Wheeden.
Meredita	1861	856	N. Y. and Cal S. S. Co.
Newborn	1862	943	H. M. Hartshorne.
Norman	1862	1,293	H. Winsor & Co.
North Point	1863	452	J. Lorillard & Co.
Olympia	1869	469	G. S. Wright
Pelican	1863	650	B. Holliday, Jr.
Pioneer	1863	811	Phila. and S. S. N. Co.
Regulator	1865	436	Portland S. S. Co.
Roman	1869	1,488	Windsor & Co.
St. Paul	1875	602	Alaska Com. Co.
Saxon	1861	1,293	Sprague, Soule & Co.
Senator	1848	1,021	Goodall, Nelson & Co.
South America	1869	2,150	Garrison & Allen.
Tappahannock	1862	433	J. Dunham & Co.
United States	1864	1,180	Merchants' S. S. Co.
Williamsport	1874	1,283	Phil & R'g RR Co.
Yazoo	1863	1,360	Phil. & So. S. S. Co.

A NATIONAL QUERY.

MAY 8, 1878.

TO THE EDITOR OF THE HERALD:—

I read in your valuable and opportune editorial of the 7th inst, on "What Americans May Sell to the Russians" the following, "But we are not free to fit out ships as cruisers either in time of peace or in time of war." I wish to know on what grounds this statement is founded, in view of the well-known fact that the government has within the last few years sold, either directly or indirectly, the Dunderburg to France, the Stonewall to Japan, and, I think, two monitors to Peru. These vessels were more or less ready for actual combat when sold and were very powerful ships.

A few years ago we sold to Russia the General Admiral, thought by many to have been the very best wooden man-of-war built in the United States, and shortly after we sold two fine men-of-war to Italy. Since the war many vessels have been built in this country for other Powers, and England has built ships without number for Turkey, Brazil, China, Peru, and one or two for Germany, I think—anyway for all that wanted to buy and had money to pay with. I, like many others, would like to know what has changed all this "in time of peace." H. L. J.

THE FENIANS.

A CLEVELAND IRISH NATIONALIST INTERVIEWED—ONE HUNDRED AND FIFTY MEN READY TO MOVE AND NO MORE—A MARVELLOUS MULLIGAN YARN.

[BY TELEGRAPH TO THE HERALD.]

CLEVELAND, Ohio, May 10, 1878.

Your correspondent to-day interviewed one of the most prominent Irish Nationalists in Northern Ohio on the subject of a Fenian raid on Canada in the event of a war between England and Russia. The Irishman laughed uproariously at some of "Colonel" Mulligan's statements made in Syracuse, and gave what I believe from personal knowledge to be a truthful report of matters here. There were about one hundred and fifty persons only in Cleveland who could be termed hot Fenians and would be ready to go into Canada or anywhere else at any time when they saw that any benefit could be gained for Ireland. Many more could doubtless be induced to go, but are not warm on the subject. These 150 include some men abundantly fitted from past experience to be leaders. They have arms and equipments equal to the requirements of about that number and no more, that have been kept since former raids. They have not been drilling, have no Remington rifles to ship to Syracuse, and the idea that any prominent citizen of Cleveland contributed $25,000 toward the purchase of arms is characterized as "a marvellous Mulligan yarn."

THE IRISHMEN OF BALTIMORE REPORTED TO BE PREPARING—WHAT PROMINENT NATIONALISTS HAVE TO SAY—EVIDENCES OF AN ORGANIZED MOVEMENT.

BALTIMORE, May 9, 1878.

Whatever may be said of the practicability of the scheme it is not to be doubted that the proposed Fenian movement has the hearty support and earnest co operation of Irishmen in this city. Naturally enough the Fenian leaders furthest removed from the scene of operations speak most freely, and in Baltimore some interesting disclosures have been made during the past few days. I am not permitted, for obvious reasons, to disclose the names of my informants, but one of them, I may state, is a prominent local politician—a man well known in Baltimore and who occupies at this time a public office. Knowing he was actively interested in the old Fenian movement I approached him on the subject. He would only speak at first in general terms, but afterward gave me to understand very plainly that there was a prospect of concerted action on the part of Irishmen throughout the country, and said that those who supposed that the antagonism of Irishmen to English rule would not form a prominent factor in the issue between England and Russia would find themselves very much mistaken. The feeling among all classes of Irishmen, he said, is really intense, and recent occurrences abroad, while they can scarcely be said to have intensified it have certainly helped to keep it alive. But the prospect of the war with Russia, and particularly the arrival of the so-called Russian cruiser Cimbria off the coast of Maine, has given a sudden and wonderful impetus to the movement. People, he said, may discount this feeling as much as they like, but it certainly does exist, and it seizes upon the present opportunity with avidity. "I can," said this gentleman, "speak unreservedly for my fellow countrymen in Baltimore, for I have a large acquaintance with them, and I know that they will hail with delight the opportunity to strike at England while she is engaged with some great Power. There is now an organization of Irishmen in Baltimore, composed of persons of excellent standing, men who, while they have fond ties which bind them to their homes, are ready at a moment's notice to strike a blow at England."

Several other prominent Irishmen in this city, some of whom were engaged in the last Fenian rising in Ireland, speak in a similar strain. Several of them say that the pacific tone of the despatches from Europe for several days past has been a genuine source of disappointment to them. One gentleman stated emphatically that the work of raising money and enrolling men in Baltimore has been going on for some weeks past, but that he could not give any particulars, as they were all bound to secrecy as to details. Another prominent Fenian leader said he was not prepared to say whether any drilling had been going on in this city or elsewhere, but he knew that thousands of men had been enrolled who had seen active service in this country and abroad. The same gentleman said he believed that the mission of the Cimbria would be found to have a great deal more to do with the transport of Irish troops to some portion of British territory when the time came than with privateering or the transport of supplies to the Russian fleet in the Pacific. He was satisfied that no designs upon Canada further than that of paralyzing the Canadian government were contemplated by the Fenian leaders. They would, he felt sure, attempt nothing which they could not carry out, and for this reason had decided to restrict their efforts to the work simply of preventing the departure of a "contingent" from Canada to fight in behalf of England. This they could and would do.

I have given the foregoing for what it is worth, but I may add that there is a very large Irish population in Baltimore; that many of our leading politicians are Irishmen—the Mayor himself being the president of the Hibernian Society—and that the feeling among all the prominent Irishmen in Baltimore who have been approached on the subject seems really to be sincere and intense. From what I have seen and heard here during the past few days I am satisfied that there is an organized effort in this section, as elsewhere, to strengthen the hands of the Fenian leaders and to provide men and money for immediate use.

DANGEROUS COUNTERFEITS.

WASHINGTON, May 10, 1878.

Dangerous counterfeit $100 notes of the Merchants' National Bank of New Bedford, Mass., and on the Second National Bank of Wilkesbarre, Pa., have recently been put in circulation. There are in circulation 1,469 genuine notes of the denomination of $100 on the Merchants' National Bank of New Bedford and 716 on the Second National Bank of Wilkesbarre. All notes of the denomination of $100, purporting to be issued by the banks named, should be refused and holders of them should send them to the Treasury Department at Washington for redemption. The Comptroller of the Currency will not hereafter issue notes of that denomination to the banks named.

APPEARANCE IN CHICAGO.

The Secret Service Division is informed that new counterfeit one hundred dollar notes have made their appearance in Chicago. They are on the Second National Bank of Wilkesbarre, Pa., and the National Revere Bank of Boston, Mass. They are a transfer from the counterfeit plate of the National Bank of New Bedford, Mass., which made its appearance last week. The work is well executed, and all national bank notes of this denomination should be carefully scrutinized, as other counterfeit issues from this plate are likely to be placed on the market.

TEXAS CATTLE.

ST. LOUIS, May 10, 1878.

The Kansas City *Price Current* says the Texas cattle drive this season will reach fully three hundred thousand head in good condition and will reach their destination much earlier than last year. One hundred and ninety head have already passed Fort Worth and Fort Griffin. Eighty-five thousand head of cattle in Southern Kansas will be ready to go to market by the middle of June.

WASHINGTON.

Rights of Citizens Under the Neutrality Act.

PRESIDENTIAL ELECTION FRAUDS.

The Army Bill Agreed Upon by the House Committee.

REPEAL OF THE BANKRUPT LAW.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, May 10, 1878.

THE NEUTRALITY ACT OF 1818 AND THE RIGHTS AND DUTIES OF AMERICAN CITIZENS UNDER IT AS INTERPRETED BY AN EMINENT LAWYER—SECRETARY EVARTS RETICENT.

The meaning and scope of the statute of 1818, known as the Neutrality act, and how far it operates to prevent Americans selling ships, arms and munitions of war to Russia at this time, has been discussed here by eminent lawyers since the HERALD began the discussion some days ago. One of these, a gentleman whose opinion if his name were given would have much weight, remarked to-day:—

If Russia should in one of our ports fit out, arm, man and prepare for war operations a vessel-of-war, with the idea that, war being declared, she should then and not before be sent to sea, and getting outside of our port hoist the Russian flag and begin her career as a Russian war ship, my belief is that those concerned in helping forward this enterprise would have violated the Neutrality act, and Russia herself would be held to have violated our neutral position. But it is a delicate question when the violation of law would begin, and whether the offence would not be committed by Russia rather than by our own people. The intention of the law clearly is, that foreign Powers being at war shall not be allowed to use our ports as places in which to securely fit out their war vessels or for any other enterprises against their enemies. But it is a mistake to hold that, in time of peace, the statute forbids our citizens to sell ships, arms or supplies of any kind to anybody. We may sell them even in time of war to a belligerent, and may contract to deliver them, our citizens only taking the risk of loss by capture against which the government will not protect them. They may carry on the traffic, but at their own risk. At present no war exists between Russia and England, and no one knows that war will break out. The condition is one of peace, and either Power has the right to come here and buy ships or anything else it needs. This is too clear to need discussion. It has been the universal practice. Mr. Webb built and fitted the war ship General Admiral and sold her to Russia, and no one supposed he had violated the act of 1818. New York shipwrights in 1869 built, fitted and equipped a dozen or twenty gunboats for the Spanish government, and when friends of Cuba asked that this be prevented, as in violation of the act of 1818, Attorney General Hoar wrote:—"To prevent our mechanics and merchants from building ships of war and selling them in the markets of the world is an interference with their private rights which can only be justified on the ground of a paramount duty in our international relations." And he held, and the President with him, that as Spain was not at war with any Power within the meaning of the statute, the building and fitting of gunboats for her was a lawful enterprise of our people. Finally, you must remember that after the close of our own war our government sold at auction to whoever would buy them a large part of our own navy, and several of these ships were bought by South American governments. It did not, of course, in this violate the statute. Moreover, up to the very time when Russia and Turkey declared war, Turkish officers were in this country engaged in the inspection and forwarding of rifles and other arms made here for Turkey by our citizens.

Bear in mind that Russia and Great Britain are at peace. They are not belligerents; they may not be. You will find that all the opinions and decisions rest on that point. For instance, Legare, Attorney General, in the case of two war schooners built and fitted for the Mexicans, in New York, in 1841, held:—"These vessels having been built expressly for the service of Mexico, which is waging war against Texas, recognized by the United States as an independent State, the persons are liable to the penalties of the act and the vessels to forfeiture." And, he added, "all trading with a belligerent in ships of war already equipped for service is repugnant to the settled policy of the United States and to the solemn declaration of Congress in the act of 1818." You see the purchaser must be a belligerent. Again, in 1849, the Attorney General held "the purchase and fitting out of a war steamer by the German government in the port of New York, while a state of war exists between that government and Denmark, adapted for cruising and committing hostilities against the property or subjects of the latter, is contrary to the provisions of the third section of the act of 1818." Again you notice that the violation of the act consists in selling to a belligerent. The Supreme Court held in 3d Dallas, the case of Moodie against the Phœbe Ann:—"It is not a violation of the neutrality laws of the United States to sell to a foreigner a vessel built in this country, though suited to be a privateer and having some equipments calculated for war, but frequently used by merchant ships."

There is no such thing as constructive war, and until there is a declaration of war or an actual outbreak of hostilities the condition is one of peace, and we may clearly sell ships, however fitted, to either of the Powers or to any other. No doubt if such a ship, sold to Russia, should happen to lie in our ports when war was declared she would be prevented from sailing because Russia would not be allowed to thus use our ports as her own. The fact that the Cimbria is hovering on our coast makes all Russian operations here suspicious. It is a blunder for her, if she really wants to buy ships here. But that ought not to be used to prevent or intimidate our citizens from selling to Russia or to Great Britain any ships we have to sell which either of them wants to buy, or from loading on such ships any arms or munitions which the owner purchases. Our industries and commerce are not to stop or to be checked because two distant nations are growling at each other. The duties of neutrals are sufficiently burdensome without making them begin before war breaks out, and while it is an open question whether there will be a war.

Secretary Evarts was asked this afternoon what interpretation he put upon the statute of 1818. He declined to say anything on the subject on the ground that when it became necessary the government would have to speak by public proclamation, and that meantime the law is clear and open to every one.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, May 10, 1878.

THE ARMY BILL AS REPORTED BY THE HOUSE APPROPRIATION COMMITTEE—SMALL PROSPECT OF THE MEASURE BEING ADOPTED.

The House Appropriation Committee to-day completed the Army bill and it will be reported to the House to-morrow. The important changes proposed will provoke a long debate in the House, and it is understood the republicans will oppose the reduction and general measures of proposed reform. In fact, the sentiment of the House was known to so be strong against the sweeping reduction and changes that the Military Committee, which has been striving to perfect some such measure ever since this Congress began, abandoned the effort as hopeless and has resorted to this stratagem of making it a feature of the Army Appropriation bill.

Besides the opposition which the bill must encounter from the republican side of the House, the Texas delegation does not intend to support it, and should the bill even pass the House it will be amended in every important particular in the Senate, that being the expressed sense of the Appropriation and Military committees of that body. Senator Spencer, Chairman of the Military Committee, has invested his capital in mining stock in the Territory of Wyoming, and does not believe in reducing the army, while Senator Maxey, of Texas, also a member of the Military Committee, is in favor of maintaining a large cavalry patrol on the Texan border, which force could not be had if the proposed reductions were acceded to.

The main feature of the bill to be presented is that the army is to be reduced to 20,000 men, organized in five regiments of artillery, six regiments of cavalry and fifteen of infantry. The signal service remains as at present organized, but is not to exceed 400 men. A contingent of 500 recruits is also allowed above the 20,000 men. Four hundred and seventy-six thousand dollars is appropriated for pay of supernumerary officers, and $2,160,000 for pay of officers mustered out under the proposed reduction. The total amount of the saving to be effected is $4,000,000 per annum. The cavalry and infantry registers are to be consolidated by order of the President before the 1st of July next. A company of cavalry is to be officered by one captain, one first lieutenant, two second lieutenants, one first sergeant, five sergeants, four corporals, two trumpeters, two farriers, one saddler and privates not exceeding 100, as the President may direct. Regiments of infantry shall consist of three battalions of four companies each, officered by one colonel, one lieutenant colonel, two majors, one adjutant, one quartermaster, one sergeant major, one quartermaster's sergeant, one chief musician and two principal musicians, the adjutant and quartermaster to be selected from among the first or second lieutenants. A company of infantry is to be officered by one captain, one first lieutenant, two second lieutenants, one first sergeant, four sergeants, four corporals, two artisans, two musicians, the number of privates to be not less than sixty.

The Adjutant General's department consists of one adjutant general, with rank of colonel; one assistant adjutant general, with rank of lieutenant colonel; two assistant adjutants general, with rank of major, and the President is authorized to detail ten captains or first lieutenants to act as assistant adjutants general, and while so serving to receive rank and pay of captain of cavalry; vacancies in the grade of major to be filled by selection from those detailed.

For the Inspector General's Department the President is authorized to detail an assistant inspector general from the officers of the army below the rank of major, one for each geographical division and department, and promotions to the higher grade to be made by selection from those so detailed.

After July 1 the Bureau of Military Justice is to be relieved of all officers except one judge advocate.

In the Pay Department provision is made for forty paymasters, and vacancies are to be filled by promotion of captains of the line. No person shall be appointed over forty-five years of age; nor shall any one be appointed until after he has passed a satisfactory examination before a board consisting of the Paymaster General and two officers of the army.

That the President is hereby authorized and required, on or before the 1st of July next, to constitute a board, to consist of three major generals of the army, to report to him before December 1 next upon the organization, practical working and efficiency of the corps of engineers, Ordnance Department, the Medical Department and Quartermaster's, Subsistence and Pay departments, the signal service and the artillery service, to make such suggestions as in the judgment of said Board will increase their usefulness or reduce the cost of maintenance, which report shall be summitted to Congress by the President; and, until otherwise authorized by law, no new appointments nor promotions shall be made in any of the said departments of the military service, except to fill vacancies in the grade provided for in this act.

The President is authorized to honorably discharge from the service officers on their own application on or before January 1 next, and every officer who has been in the service two years shall be entitled to