CUBA.

Blanco's Attempt to Negotiate with the Revolutionists.

AFFAIRS VERY MUCH COMPLICATED.

Arrival of the Chinese Embassy at Havana.

Private advices from Havana up to the 13th reveal the fact that Governor General Blanco upon leaving that city for the front in the Eastern Province, in consequence of the disaster befallen to the Spanish army under General Valera, in his imprudent march from Holguin to Las Tunas, made up his mind to assume the direction of operations in said locality for an indefinite period of time, so as to endeavor to retrieve that unfortunate affair. From *habitués* of the palace it is averred that all preparations looking to the foregoing resolve were deliberately taken after lengthy cablegrams passed between him and Premier Campos. The Premier directed Blanco to proceed to the field in the Eastern Province, accompanied by a commission of prominent surrendered revolutionary leaders, such as Señores J. B. Spotorno, Roa, Cisneros and Galvez, with instructions to exhaust every means to open negotiations with any of the present leaders, and to offer any and everything with the tangible addition of $200,000 in gold as an inducement to submission again. This was done in order to gain time for the solution of the final abolition of slavery and for the carrying out of other reforms now before the Cortes. But the recent invasion of Las Cinco Villas and Camaguey by a formidable rebel force under General Gregorio Benitez, aided by a considerable uprising of whites and blacks in Remedios, Cienfuegos and Trinidad render, the situation exceedingly complicated.

Señor Ramon de Armas y Cespedes, representative to the Cortes, who, on account of his poor health, had repaired to Cuba, left Havana for Madrid by the last mail steamer accompanied by his nephew, Señor Jose de Armas y Cespedes, a writer of some note, said to have been engaged by Señor Eugenio Moré, president of the Slave Owners' Committee, to write against the abolition of slavery. Three sugar estates, Trieurvirato, in Trinidad; Alava, in Remedios, and De la Reina, in Cienfuegos, have been fired by the stampeding negroes and nearly consumed. The rate of gold has steadily advanced, closing on the 13th at 249 per cent, and still tending upward. A census of all coolies now in the island is being hastily made at the request of the Chinese Consul General for the island.

ARRIVAL OF THE CHINESE EMBASSY AT HAVANA—EARNEST ENDEAVORS TO IMPROVE THE CONDITION OF THE COOLIES IN THE ISLAND.

The Chinese Imperial Embassy have arrived at Havana. The members have been received with open arms, not only by the authorities, but by the best classes of representative Cuban people. The Chinese merchants are preparing for a grand public reception soon to be given to their distinguished countrymen. The embassy consists of Ling Liang Yuan, Consul General; Chun Shen Yin, Consul for Matanzas, and the four consular agents, Sing Toh, Low Choong, Tsung, Sam Hincho and Yeong Wing Chung. The work entrusted to this body of officials by the Chinese government is of the most delicate nature. To improve the standing of the Chinese here and elevate them to commercial and social equality requires a reconciliation of the Cuban people and Spaniards to a race against whom they have a deep seated prejudice, and is a task by no means easy of accomplishment. But it could not have been intrusted to more careful and experienced hands. Ling Liang Yuan is peculiarly adapted to the office he holds. Having distinguished himself in the various positions under the Empire, he goes to Cuba with a knowledge of diplomacy and politics which augurs well for the success of his mission. Chun Shen Yin is also an able diplomat, having at first been spoken of as the head of the present embassy. The rest of the party will remain directly under the orders of the two leaders until the consular work has progressed sufficiently to enable them to act intelligently. The entire embassy will remain in Havana city for some time.

PROTECTION FOR THE CHINESE.

The treaty which gave occasion to the present work was negotiated after the frequent complaints of Chinese residents in Havana and Matanzas to the home government. The consequence was the establishment of a commission of inquiry, which went out under the direction of Mr. Burlingame, the American Minister to China. Although the facilities offered to the commission for investigating the alleged cruelty to coolies were meagre, still enough was learned so that a report could be issued recommending the government to seek a treaty at the hands of Spain. The commission discovered that besides the barbarities practised toward the coolies there was a systematic injustice done the more intelligent and educated class of Chinamen, who have established themselves in the marts of Cuba. There are on the entire island of Cuba upward of a hundred thousand Chinese residents. Of these fully three-fourths are laborers. Many work independently of the coolie system, much as the negroes in the Southern States of America. The remaining fourth consists of merchants and manufacturers, many of whom are quite wealthy. These are engaged mainly in the sugar and tobacco trade, in which they are singularly expert. Some few have retired from commercial pursuits altogether, and are living in seclusion. But the main body of the Chinese are coolies, who have been imported from the Celestial Kingdom for purposes of speculation.

ILLICIT COOLIE TRAFFIC.

Formerly the Cuban government had entire charge of the emigration of Chinese laborers. But, on the proclamation of the Emperor of China forbidding the exportation of coolies under the slave system, the Spanish government prohibited the Cuban authorities from engaging in the traffic. This excited the greed of a few Cuban speculators, who were aware of the large profits accumulated by the government from their plan of farming out Chinese labor to planters and manufacturers. Accordingly a number of coolie transports were fitted out for the purpose of carrying on secretly what is now an illicit traffic. At present it is estimated that there are fifty vessels engaged in this clandestine trade. There are good grounds for believing that these traders are aided in their plans by Chinese officials high in authority. In fact, it has been asserted that they are to be found acting as regular agents for the coolie trade. Several societies and companies exist in China under the name of colonization corporations. Chinese field laborers and artisans are gathered from all parts of the Empire, and each individual is compelled to sign a contract binding himself for a number of years, often for life. The remuneration which is stipulated for this servitude is generally little above board and clothing.

The unfortunates are treated kindly until they are put on board the transport ships under the guise of colonists, which makes the immigration legal in the eyes of the Chinese authorities. But after leaving port the cruelties and indignities practised on these poor wretches is something terrible. They are in most cases confined in the foul hold of the ship, which is frequently too filthy for brutes. Here they remain close prisoners until the vessel reaches Cuba. The world is well acquainted with the terrible sufferings which the coolies undergo on these transports. In order to avoid investigation by the Cuban authorities the coolies are landed at out-of-the-way seaports. But facts have come to light which show that the Cuban government is fully cognizant of these matters, and yet takes no steps to prevent the nefarious traffic. The Chinese Embassy will send consular agents all through the island, and a careful examination of all plantations will be made, for the purpose of discovering who the ringleaders of the coolie trade are.

CHINA CARING FOR HER SUBJECTS.

There are many reasons why the Cuban people object to associating with the Chinese, either in business or society. Clannishness has prevented any sort of overtures on the part of the Chinese themselves. The cheapness of Chinese labor is naturally objectionable to the working classes. During the late insurrection numerous efforts were made by both the loyalists and insurgents to enlist the coolies in their armies through their leaders. This was an impossibility unless it was accomplished by force. The Chinese, always passive in political turmoils, refused to take any part in the revolution. Here and there a Chinaman entered the insurgent army, but there was no widespread sympathy for either cause. The consequence is that they are looked upon with suspicion equally by the Spanish and revolutionists. To correct any wrong impressions in this quarter will be an important part of Sing Siang Yuan's work. Hitherto there has been no means by which the Chinese residents on the island could meet together and make their grievances known. Unlike their countrymen in other countries, they have failed to establish any secret benevolent societies, such as the Polong Congsee of New York or the Six Companies of San Francisco. The consequence is that the terrible outrages are committed upon the defenceless coolies, who have no means of soliciting the help of their friends and countrymen. In fact all efforts to establish such societies have been thwarted by interested parties. The embassy intend to encourage the formation of all organizations tending to improve the condition of the emigrant, and will apply to the authorities for the necessary protection against intrusion during their meetings. At Santiago de Cuba, a short time ago, a society was started, but there were not enough Chinese in the vicinity to make it a success. It is only in the populous districts, such as Havana and Matanzas, that any objection is offered to organization. The planters having coolies in their employ exercise all the authority of slave owners and will not allow their laborers to meet or discuss their condition under any circumstances.

SUPPRESSION OF THE OPIUM TRADE.

Another great evil which the embassy will help the Cuban authorities to suppress is the secret opium trade, which is producing an excessive mortality among the coolies on plantations. There is a class of men who live entirely by peddling opium among the plantations. The members of the embassy expect to effectually stop this evil.

The diplomatic relations of the Chinese representatives with the Spanish government and local authorities are of the most cordial nature. They are not looked upon as intruders. The better classes of the Chinese are greatly pleased at the new turn of affairs. Previously they were reluctant to engage in any movement for the amelioration of their race, being unwilling to be classed as coolies and malcontents. But now, with the consuls of China present, they are ready to engage in any work which promises to better their condition. The Cubans are fully aware that there is no aggressiveness in the matter. The embassy are simply present to help the government to suppress a great wrong.

A COLORED PRESIDENT.

RUMOR THAT LUPERON HAS WON A BATTLE IN ST. DOMINGO—AN EIGHT HOURS' STRUGGLE THREE LEAGUES FROM THE CITY.

"I saw the news of a battle having been fought on the 26th in the HERALD," said Señor Hyppolite Bellini, the consul for St. Domingo, to a HERALD reporter last night, "and I am sorry to say I have no later information on the subject."

"Have you received no telegram to-day?"

"No, I left my office early, and up to the time of going away nothing had come. I have heard, though, that a telegram had come to the city confirming the report in the HERALD."

"Did it say that Luperon had won?"

"Well, yes, I think I heard that he had gained the fight. I am waiting, however, for official despatches, and until I receive them I shall believe nothing."

"Have you any information that many of the eastern towns had joined General Luperon's standard against the government?"

"Well, not exactly official information, but I think it is so. All the northern country was with him, and some towns in the east have since gone over."

"Do you think he has won?"

"You see, at this distance it is impossible to say. There is no cable to St. Domingo. News comes by way of St. Thomas, and it takes some time to reach us here. The whole economy of the government could be changed before we could hear of it."

"Then General Luperon may be at this moment President of the Republic for anything you know?"

"He may."

"Have you heard that a battle had since been fought within the walls of the city, and that a serious loss of life resulted?"

"I have heard rumors of a battle or fight having taken place inside the walls of St. Domingo city, but my informant said nothing about a serious loss of life."

"What is your opinion?"

"I think if a serious fight took place in the city it was caused by an attempt to rescue some insurgents who were probably captured by the government troops."

"General Luperon is a popular man, is he not?"

"Yes, very much so."

"And a colored man?"

"Yes, but a highly educated and travelled one. He has been pretty nearly all over the world. He has been a life long advocate of the people's rights, liberty of the press and freedom. He has lived in the United States and thoroughly understands the scope and value of your form of government. He was in Paris last year with his family, and all his sayings and doings at home have been in support of an honest, liberal government."

"His quarrel with Guillermo Sesario, the present President, so far as we know, was for his violation of the principles laid down in the charter of 1877, under which he was elected?"

"Yes. Luperon and his party claimed that Sesario went back to the more rigorous and despotic system of 1854."

"In fact, that he was too friendly to Spain?"

"Precisely. And was practically undoing in the administration of the government what had been done in the way of progress and separation from the old influence."

"When do you expect to have trustworthy news?"

"To-morrow. The telegrams that I hear have been delivered in the city here will be sent to my office in the morning, and by them I have no doubt I shall be able to determine what has really been done one way or the other."

"The battle of the 26th was fought near the city of St. Domingo?"

"Only three leagues from it. And it lasted eight hours."

THE BATTLE OF MEJILLONES.

CHILEAN OFFICIAL REPORT OF THE CAPTURE OF THE HUASCAR—BETWEEN TWO FIRES—A PRIZE CREW BOARDS THE VESSEL.

The report of the commander-in-chief of the Chilean squadron has just been published. It is dated Antofagasta, October 10, 1879, and runs thus:—

When off Punta Arenas, steering south, about half-past three of the morning of the 8th, the lookout of the Blanco Encalada saw right ahead two smokes that seemed to be coming out from the coast as though to reconnoitre my command. They appeared to be five miles off.

I ordered the course to be made at once for them, and they seemed to withdraw as soon as I put for them. This made me believe that they were enemies, and a little later I could see that the Huascar and the Union were fleeing from us. The chase was begun.

Although the boilers were in a bad state I ordered to fire up vigorously and go at full speed straight after.

I soon saw, however, that they were faster than we were and that all our efforts to overtake them would be useless unless, as I felt sure, the other Chilean vessels would come out of Mejillones and delay them with their fire.

I expected they would, because I knew the Cochrane should be at that time cruising about twenty miles west of Punta Angamos.

The enemy kept fleeing from us, sometimes steering westerly, other times toward the coast, but always northward, and their swiftness increased every moment the distance from us.

But my duty was to keep following as the best means to force a fight, as I expected the cruisers off Mejillones would soon appear. In fact, at seven A. M. we saw smokes to the northwest, and soon after became certain that our vessels were there and would join in the chase.

GRAU SEES HE MUST FIGHT.

The Peruvian vessels saw the danger and pressed their engines, steering to the north, but not far from the coast. Between them and each of our ironclads there was then about four to five miles, but the Union, being the swiftest, was visibly increasing her distance, and was pursued by the corvette O'Higgins and steamer Loa.

Leaving the rest of the squadron, the iron-clads steamed at full speed after the Huascar, and the Cochrane began to shorten her distance from the Huascar, which did her best to get away to the north, but the Cochrane gained on her and cut her off, and it was easy to see that the Huascar would soon have to fight.

At twenty minutes to nine A. M. the Cochrane was about two miles off. At a quarter past nine the Huascar, still fleeing, fired her first shots, but the Cochrane made no reply, waiting until close and able to strike surely. Soon both vessels were in sharp action.

The Blanco Encalada kept coming on to take part. After a heavy fire on the Cochrane the Huascar made at the Blanco Encalada and exchanged some shots with her.

The distance became so small that the ramming seemed possible. At one time the Huascar passed within twenty-five yards, discharging her cannon and keeping up a heavy fire from the mitrailleuses in her tops.

THE RAM YIELDS.

The Cochrane, which had been thrown out of the way by the Huascar turning on the Blanco Encalada, made at her again and placed her between two fires, and the Huascar, thus under a shower of missiles from both vessels, had to yield.

Almost at the last the Covadonga came up within gunshot and let fly a ball at the Huascar.

When the Huascar struck we could then see how demoralized her crew had become. Her engines kept going, as though trying to escape, but men were seen throwing themselves overboard.

I therefore stopped firing and ordered the nearest vessels to lower their boats to save the man in the water, and the Blanco Encalada sent a launch to bring the officers from the Huascar. The launch soon brought back word that Grau had been killed, having been carried away by a shot and his body not having been found, and that the two next in command had died soon after.

The death of Rear Admiral D. Miguel Grau was, sir, greatly felt in our squadron, whose commanders and officers did ample justice to the valor of that notable seaman.

I first treated of the transport and care of the wounded and prisoners, and put a Chilean prize crew aboard and ordered the Huascar to steam at once for Mejillones.

The triumph achieved near that port has greatly weakened the navy of our enemy, and has given the Republic an excellent war vessel, as, her engine being perfect, she will be able, after some repairs, to fight under our national flag.

Besides this valuable prize we have twenty-eight officers and over one hundred persons of the crew.

Our losses were slight. The Cochrane received two shots, but not in a vital part, and the commander reports ten injured, one mortally, some others severely.

The Blanca Encalada suffered no injury to vessel or crew. GALVARINO RIVERO.

Eighty-five of the Huascar's crew were Englishmen. The Cochrane carries six 300-pound Armstrong rifles in a casemate, projecting at the sides, to admit of firing right ahead and astern.

PRIVILEGED PILOTS.

GENERAL OPPOSITION TO THE SUBSTITUTION OF STEAM FOR SAILING VESSELS—OPINION OF EX-JUDGE PORTER.

"The developments of the past week," said a representative pilot to a HERALD reporter yesterday, "coupled with certain admissions by the steamship agents at this port, have been sufficient to convince us that those of the craft who have gone to man the new steamboat are salaried and will alone be patronized by the various steam vessels hailing to this harbor. The time since the initial trip of the new steam pilot boat, though brief, has been sufficiently eventful to strengthen this conviction, and a strong opposition has been developed." It is not to be understood that all the pilots of Sandy Hook and New Jersey are adverse to the introduction of steam vessels, but to a man they reprobate and oppose the establishment of a privileged and subsidized class on the waters hereabouts. Competition between steam and sailing vessels in the pilot service when neither is specially favored is not feared by the gallant fellows who scour the sea within a radius of 150 miles of Sandy Hook in all sorts of weather; but the old hands feel aggrieved that a set of indifferent men shall be allowed to remain around the entrance of the harbor, and without any effort or enterprise be assured the best class of work, while they, braving the dangers of the deep, are compelled to travel far and wide to secure the second and third class work. It was the existence of such a privileged class as is here contemplated, it is claimed, that led to the enactment of the Pilot law of 1853, under which the Pilot Commissioners are now acting. Among the petitioners for that law were all the great shipowners and merchants through whose thrift and enterprise the supremacy of New York's commerce was maintained, and the list, among others, contains the names of Moses H. Grinnell, Charles H. Marshall, John J. Boyd, E. K. Collins, the Howlands, the Aspinwalls, David Ogden and Nathaniel Ogden. It appears that the foreign steamship companies last year sent representatives to Albany for the purpose of inducing the Legislature to reduce the pilot fees, but after long deliberation and exhaustive argument and hearing that body decided that for the effort expended and risk incurred the present rate was only adequate, and so refused to interfere in the matter. Failing here, it is claimed that the companies took the matter into their own hands, and the subsidizing of the new steam pilot boat, for which they in the first instance advanced the money, was the result. "The remote results of this new departure," say the complainants, "are such as to claim the earnest attention of all owners of sailing craft and the great commercial body of the metropolis. If the present move of the foreign steamship companies is not resisted it will require no more than five years to drive all sailing vessels out of the pilot service, and then such dire experiences as that of the Mexico and Bristol will be repeated on the Long Island and New Jersey coasts."

"EFFICIENT AND SUCCESSFUL."

The Pilot Commissioners, it appears, before passing the new bylaw prohibiting steam pilot boats from entering the service, took legal advice on the subject from ex-Judge John K. Porter and Mr. William Allen Butler, and yesterday the following opinion of the former was circulated:—

My opinion has been requested on the question whether the substitution, by a portion of the pilots, of a steamer for the ordinary pilot boat, without the consent of the other pilots, would be consistent with their rights under existing laws. My opinion is that it would not. The State has exercised great care in the organization of a complete and symmetrical system of pilot laws, securing to the pilots equal privileges, under the direction of the Board; holding out equal inducements to those duly qualified for the discharge of their responsible duties—important as they are to the interests of commerce, and involving the necessity of skill, courage, experience and fidelity. On the faith of these laws and of the equality of right they were intended to secure, the respective pilots have made investments such as were required at their hands, have withdrawn from other pursuits which might have been more profitable, and have faithfully complied with the requirements of the law and the regulations of the Board or Commissioners.

If a portion of the pilots are permitted to club together, and by the introduction of a different class of vessels from those in effective and general use, and too expensive for their associates to command, the necessary tendency will be to put their brother pilots at a disadvantage, to compel them to sacrifice the investments they have already made, and to drive many of the most valuable men among them from a calling for which they are eminently qualified and to which they have devoted their lives. The tenth section of the act of 1853 shows the evident intention of the Legislature to give equal privileges and advantages to those possessing the required standard of merit and capacity. It is not a qualification demanded that the pilot should possess means to enable him to become the owner of a steamer, nor should his inability to do so put him at a disadvantage in respect of associates who may in this respect be more fortunate. The ninth section evidently contemplates the use of a class of boats to be approved by the Board, and the use of any other is made a ground for revoking a license. In the like spirit the twelfth section aims to secure the same end of equality of rights and privileges and general uniformity in the service by authorizing the Board of Commissioners to make general regulations from time to time binding upon all the pilots, and to prevent a portion of them from combining together in such a way as to be injurious to their fellows. No single boat's crew should be allowed to make regulations for themselves, nor to substitute a new kind of boat, unlike those in general use, the tendency of which would be to destroy uniformity and put the pilots on a footing of unjust inequality. All experience shows that the existing system has been eminently efficient and successful. The abandonment of sail vessels and the substitution of steamers ought not, therefore, to be made, unless the pilots, as a body, should recommend it, and if thus made it would be general and uniform.

THE OTHER SIDE.

The Anchor line steamer Acadia arrived at her wharf yesterday in charge of Pilot Ralph Noble, who boarded the vessel from the steam pilot boat Hercules. He was quite unconcerned in regard to the rumor that the Pilot Commissioners would take action against the pilots on the Hercules. "I have not neglected my business," he said, "and, therefore, do not see what right the Commissioners have to interfere with me. We certainly have as much right to propel our boat with steam instead of sail as a carpenter has to use improved tools in his trade." He stated that there were three pilots still on the Hercules, and they would remain there till sent up with vessels. Mr. Richard Henderson, of the Anchor line, stated that his company would stand by the steam pilot boats in case of prosecution. Mr. R. J. Cortis, of the White Star line, said that the steam pilots were able and prepared to defend themselves, and they have their own counsel. If the Commissioners should withdraw Cisco's license and the White Star Company should afterward employ him then would arise the great issue. "In that case," said he, "the Commissioners would have to attack us, and we will be prepared to follow such a course as our counsel may advise."

WRECKED OFF BERMUDA.

The steamship Canima, which arrived from Bermuda Sunday night, had among her passengers Captain Sinclair, of the brigantine Fleetwood, of Charlottetown, Prince Edward Island, which was lost off the northwest reef, Bermuda, on the night of November 4. The captain departed for Fall River after landing, but from what he told the officers of the Canima the brigantine left Prince Edward Island October 24 for Hamilton, Bermuda, with a cargo of potatoes and other cereal products and a deck load of horses. Almost from the beginning of the voyage she experienced very heavy weather, the men being constantly on deck, but the ship behaved well all through. A week after leaving she struck a thick fog while a heavy storm was prevailing, and after being in it for several days was driven in the night on the reefs northwest of Bermuda Island and soon became a wreck. The crew of six men and the captain saved themselves in one of the vessel's boats, which was safely launched after the accident. All the cargo and materials that could be saved were sold at auction November 8. The captain and the supercargo left for New York, the crew remaining behind.

GERVERT GERKEN'S MONEY.

AN OLD MAN CLAIMS THAT HIS COAT WAS ROBBED OF THOUSANDS—COSTLY BREAKFASTING.

The action of Gervert Gerken against James C. Betts and John H. Betts for the recovery of $16,800 was commenced before Justice Gilbert in the Kings County Circuit Court yesterday. It is alleged by plaintiff that on July 6, 1874, he went to the Eastern Hotel, kept by defendants, in the vicinity of South Ferry, this city, for the purpose of obtaining his breakfast. Not being satisfied with the food placed before him he gave a new order. A dispute arose between himself and the proprietors, when the defendant, James C. Betts, took possession of his overcoat, containing $16,800, as security for the payment of the meal ordered. Plaintiff further alleges that upon regaining possession of his coat he discovered that the money was gone. He therefore commenced an action against defendants for the above amount, with interest from July 6, 1874. The answer of the defendants was to the effect that plaintiff, being unable to pay for the meal he ordered, left his coat as security. The garment was placed upon a shelf beneath the desk, where it remained for several weeks. It was finally redeemed for twenty-five cents, the price of the breakfast, and taken away by plaintiff. Some time after plaintiff returned and made inquiries concerning a pocketbook containing $16,800. He was informed that no one had seen it, and soon after began a suit for the recovery of that sum. The suit was finally discontinued, however, for want of prosecution. The present action was commenced in 1876 and had not yet been prosecuted. Plaintiff was yesterday represented by Counsellor George A. Avery. Counsellor Oscar Frisbie appeared for defendants. On opening the case for trial Mr. Avery represented his client as having once been a very wealthy man engaged in business in Wall street. Counsel claimed that if the jury found any verdict at all it must be for $24,000 or $25,000. When Jay Cooke failed, counsel said, Gervert Gerken withdrew his money from the banks and carried it about him in a belt. When the weather became hot he placed it in his overcoat. Plaintiff had been in the habit of obtaining his breakfast at defendant's hotel. He had some words in the place, when James C. Betts took his overcoat, which a policeman compelled him to return. But the money was gone. Gerken threw the coat aside, but afterward returned for it.

A STRANGE TALE.

The plaintiff was then called to testify in his own behalf. He is an elderly man, bald and short. His face had a careworn look and his clothing was of a poor quality. He testified that the loss of his money made him poor and very sick.

When cross-examined he said that he was born in Hanover, Germany, fifty-six years ago, and came to this country in 1841 with about $200 in his possession; after working for a salary he went into the grocery business with a partner; for three years he bought and sold gold in Wall street; when he stopped speculating he had $16,800; Mr. Betts, he said, gave no reason for taking his coat; witness told some one that there was money in the coat, but did not say how much. He told the policeman, however, that the amount was $16,800. Witness testified further that James C. Betts said, the same day, that the money was scattered about and had fallen out. The officer saw him pay for his breakfast. When further cross-examined witness testified that he had slept in a Blissville cow stable for three or four months. He said that he sued Adams Express Company in 1866 for $4,000, which amount he claimed to have left with the company. He also borrowed $80 from a Mr. Rapp and never paid it back. The case will be continued to-day.

EAST SIDE "L" ROADS.

THE DETERMINATION OF THE DIRECTORS NOT TO RUN THE SECOND AVENUE LINE ABOVE SIXTY-SEVENTH STREET RECONSIDERED—TO BE COMPLETED TO THE RIVER BY SPRING—LIGHTING THE THIRD AVENUE ROAD—A NECESSARY REFORM PROMISED.

For some time past rumors have existed to the effect that the Manhattan Railway Company had decided that the Second avenue road was not to be run above Sixty-seventh street on that avenue, but was to turn off and join the Third avenue line. This rumor, of course, was the means of creating considerable excitement along the line of the Second avenue road, and particularly among the residents of the uptown wards, who looked forward with feelings of pleasure to a comfortable morning ride in a capacious, cleanly and well lighted car, such as are used on the Sixth avenue line. The rumor appeared to have more than ordinary foundation, from the fact that work above Sixty-seventh street was stopped and that the efforts of the company seemed to be directed solely toward completing the lower portion of the road. It was noticed as well that engineers had surveyed the turnings from Second avenue and into Third avenue, and the impression that the roads were to be joined at Sixty-seventh street grew stronger daily.

In order that the matter might be understood positively a reporter of the HERALD called at the office of the Manhattan Company yesterday. Mr. José F. Navarro promptly consented to see the reporter and give the information desired.

"Mr. Navarro," said the writer, "I have called to see you in relation to a rumor about the Second avenue road."

Mr. Navarro answered, "We have had a great many rumors about all the roads from time to time. What is this particular rumor?"

"It is to the effect that the road will not be run above Sixty-seventh street."

"Well, there was some foundation for that rumor."

"Was the matter discussed in the board of directors?"

"Yes; it was not only discussed, but it was at one time decided that the road should not run above that street."

"When was this?"

"This was several months ago."

"The decision has been reconsidered, then?"

"Yes; we have now decided that the road shall be completed."

"You mean to Harlem, I suppose?"

"I mean to the river. The road will be put in running order that far. They are working on it now."

"When will it be completed?"

"They cannot do much work during the winter, but it will doubtless be completed by next spring."

A CAUSE OF COMPLAINT.

The complaints against the lighting of the cars of the Third avenue line have become frequent of late, and the HERALD has been in receipt of a number of letters asking why the lighting of the Sixth avenue road should be generally so good and that of the Third avenue line generally so bad. It was stated that frequently the lights in some of the cars are so dim as to make them exceedingly gloomy, while light sufficient to read a newspaper was the exception instead of the rule as it should be. There is little doubt that these complaints are well founded. The oil is alleged by some to be of inferior quality, and the lamps of bad pattern and poor construction. The Superintendent of the road, Mr. R. Stewart, was found yesterday afternoon at the Sixty-seventh street station busily superintending the running of some extra trains.

"Mr. Stewart," said the writer, "what is the matter with the lights in the cars of your road?"

"Well, they are pretty fair lights," replied the Superintendent.

"Have you had no complaints made of them?"

"I have seen the complaints in the HERALD, but have had no complaint from a patron of the road as far as I know."

"Have you done anything about it?"

"Yes, we of course knew that the lights were not good sometimes in some cars and made every effort to improve them. We could see that some cars were brighter than others."

"But there is a marked difference between your road and the Sixth avenue in the matter of lighting."

"There are reasons for that."

"Do they use better oil?"

"No, sir; I am informed by the purchasing agent that the oil is the same."

"What is it, then?"

"They have two lights to our one in the first place, and I think better burners in the second place. You see," said the Superintendent, leading the writer into a car, "we have three lamps in each car—one at each end and one in the middle. Where we have one burner they have two—a double lamp in each place."

"Their lights are very bright, though. They certainly seem to be more than twice as bright as these."

"I suppose it is the difference in the burner," said Mr. Stewart, with a sigh.

"What has been done about these lights?"

"When we saw that some of the cars were not well lighted we took their numbers and followed the matter up. We have a department exclusively for the care of lamps. When we found a man careless in filling or trimming we punished him. In some instances we discharged the offender. It makes a great difference in a light as to how it is trimmed."

"Why does the road not adopt the same system as the Sixth avenue line or something as good or better?"

"Our cars are all built after the same model as far as the lighting is concerned. The lamps are expensive, and to change the location of them and the number in a car would entail a very great expense and a great labor. We are making improvements constantly in our cars, however, and you will find that the light in one of the new cars is very good."

"Do you think it at all probable that there will be any change made in the system of lights?"

"Probably there will be. We might put argand burners on the lamps now in use, and I think the lights would then be just as good as desired. We will certainly put better lamps in the new cars as we get them, and probably will alter the old ones."

MANHATTAN "L" OFFICERS.

Since the election of the new Board of Directors of the Manhattan "L" Company on Wednesday last three attempts have been made to organize. It was stated that they had adjourned on Friday and Saturday for want of a quorum, and yesterday they elected some of their officers after, it is reported, a stormy session. For some time past Mr. William B. Garrison has, it is said, desired to retire from the presidency, and it seems there was quite a scramble for his place. After considerable discussion Mr. Robert Harris (the present general manager of the New York, Lake Erie and Western Railroad Company) was chosen president; General Edward F. Winslow (president of the Burlington, Cedar Rapids and Northern Railroad Company), first vice-president and general manager; Nathan Guilford, second vice-president; F. E. Worcester, secretary, and John E. Body, treasurer. It is understood that Mr. Harris was elected president temporarily.

LONGSHOREMEN ON STRIKE.

The longshoremen on the East River wharves struck yesterday morning for the increase of wages decided upon at the meeting on Saturday night. Some of the stevedores acceded to the demands of the men, and in the afternoon probably two-thirds of them were paying forty cents an hour. The stevedores say they will have to pay this rate owing to the great quantity of shipping coming into port now; but that as soon as the rush is over the men will be compelled to work at twenty cents an hour. Many of the stevedores who have not acceded to the demands of the men are unloading their vessels with the crews and the assistance of a few green hands. The only longshoremen not working on the North River yesterday were those of the Anchor line. About six o'clock last evening there was a row among the men around the Anchor line dock, pier 20, where the paymaster was paying them off. The men hustled one another about, and finally a pane of glass was broken in the office window. The paymaster was escorted down the street by two policemen. Considerable language of an incendiary nature was used afterward, but the police dispersed the crowd. Last evening was pay night among the stevedores, and long lines of men waiting to be paid were to be seen in South street, Maiden lane and Old slip till long after ten o'clock.

CRICKET.

THE ST. GEORGE'S CLUB'S FORTIETH SEASON—SUMMARY OF MATCHES AND BATTING AND BOWLING AVERAGES.

The St. George's Cricket Club of this city, which is the father of all the cricket organizations in the United States, closed its fortieth season with but fair success. Of the twelve first eleven matches played five were won, four lost, two drawn on account of rain and one was a tie game, the latter being with the Albany Club. As compared with previous seasons the record is not a good one, nor does the list of the eleven matches played by the second eleven add to or detract from the fame of the "Dragon Slayers," as the victories and defeats were about evenly divided. There is excellent material in the club if it plays its strength and attends to its practice, and its grounds on the Stevens Institute property at Hoboken have been well cared for this year by George Giles, the club's professional. In the batting averages Mr. E. H. Moeran leads the van with 23-10. Honor is also due to him for contributing the only score of over one hundred runs made in the country during the season, while his performances with the ball have virtually placed him at the head of the list in the bowling analysis. Appended will be found a summary of the matches, with averages, both batting and bowling, of those who took part in the first class games:—

MAY 17, AT STATEN ISLAND.

Sides.	First Inning.	Second Inning.	Total.
St. George's.....	36	66	102
Staten Island....	57	46 (5 wickets)	103

Lost by 5 wickets.

JUNE 4-5, AT HOBOKEN, N. J.

St. George's.....	43	76	119
Young America..	175	—	175

Lost by an inning and 56 runs.

JUNE 21, AT ALBANY, N. Y.

St. George's.....	81	106	187
Albany	44	65	109

Won by 78 runs.

JUNE 26, AT HOBOKEN, N. J.

St. George's.....	191	—	191
Manhattan.....	131	33 (4 wickets)	164

Won by 60 runs on first inning.

JULY 4, AT HOBOKEN, N. J.

St. George's.....	149	—	149
Albany.....	149	—	149

A tie match.

JULY 10, AT HOBOKEN, N. J.

St. George's.....	150	—	150
Longwood	71	90 (6 wickets)	161

Won by 79 runs on first inning.

AUGUST 14, AT HOBOKEN, N. J.

St. George's.....	106	106 (3 wickets)	212
Paterson.....	69	—	69

Won by 37 runs on first innings.

AUGUST 25, AT HOBOKEN, N. J.

St. George's.....	47	—	47
Hamilton	99 (2 wickets)	—	99

Drawn on account of rain.

SEPTEMBER 8, AT PATERSON, N. J.

St. George's.....	35	29	64
Paterson.....	34	32 (6 wickets)	66

Lost by 4 wickets.

SEPTEMBER 12-13, AT HOBOKEN, N. J.

St. George's.....	25	35	60
Gent'n of Ireland.	184	—	184

Lost by an inning and 124 runs.

OCTOBER 8-9, AT HOBOKEN, N. J.

St. George's.....	65 (3 wickets)	—	65
Columbia College	63	—	63

Drawn on account of rain.

OCTOBER 22-23, AT HOBOKEN, N. J.

St. George's.....	65	146	211
Columbia College	28	—	28

Won by 37 runs.

FIRST ELEVEN BATTING AVERAGES.

Names.	Matches.	Innings.	Runs.	Most in Inning.	Not out.	Times Not Out.	Aver. per Innig.
E. H. Moeran.....	12	19	401	*102	112	2	23-10
C. W. Bance.....	10	16	240	57	57	2	17- 2
George Giles, Sr.....	11	18	169	29	30	4	12- 1
T. H. Ropes.....	3	4	36	18	19	1	12- 0
J. T. Soutter.....	5	7	64	*49	*49	1	10- 4
M. Egan.....	4	6	49	*22	29	1	9- 4
G. Hyde Clark.....	4	7	52	34	34	1	8- 4
J. R. Cross.....	2	4	25	22	22	1	8- 1
J. P. Conover.....	6	9	68	26	26	0	7- 5
J. R. Moore.....	6	10	71	15	20	0	7- 1
A. Lyon.....	2	2	14	14	14	0	7- 0
L. J. Grant.....	3	5	24	*16	*16	1	6- 0
H. A. Holland.....	7	10	46	16	16	2	5- 6
F. M. Hausling.....	4	4	21	12	12	0	5- 1
J. Filmer.....	2	3	7	*5	6	1	3- 1
E. W. Sadler.....	5	8	21	8	8	1	3- 0
J. E. Sprague.....	4	6	9	7	7	1	1- 4
G. Giles, Jr.....	3	5	6	3	3	0	1- 1
C. C. Morrell.....	2	3	4	4	4	0	1- 1
G. E. Blackwell.....	2	3	2	2	2	1	1- 0
H. Campbell.....	2	4	2	1	1	1	—
E. J. Frazer.....	2	3	5	5	5	0	—

* Signifies "not out."

The following played in one match only:—T. C. Richardson, B. Mostyn, C. L. Brown, J. B. Cashman, M. H. Talbot, D. B. Gilbert, A. Garnet, W. Harrison, G. E. Moore, F. N. Saunders, F. E. Blackwell, T. E. Hosford and J. Harcombe.

FIRST ELEVEN BOWLING AVERAGES.

Names.	Balls.	Runs.	Maidens.	Wickets.	Average Runs per Wicket.
Geo. Giles, Jr....	180	55	9	17	3-4
C. W. Bance.....	169	79	9