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MONDAY, MAY 16, 1870.

BRITISH SUBSIDIES TO STEAMSHIP LINES.

A cable despatch from London states that the British Blue Book, just issued, states that the subsidies paid to steamship lines plying between Great Britain and America include £70,000 (or \$350,000) to the Cunard line to New York and Boston; £19,500 (or \$97,500) to the Halifax and St. Thomas line; and £35,000 (or \$175,000) to the Inman line. They also receive three pence per ounce for carrying letters and three pence per pound for carrying newspapers. In addition to the sums thus secured from Great Britain, the Cunard and Inman lines obtained, under the old contracts, large amounts for mail service from the United States, and in view of the advantages they enjoyed through these subsidies, contracts, and their established reputation, it is easy to understand why American lines have failed to compete successfully with them, and why the various foreign steamship line projects started in Philadelphia have proved abortive. Great Britain, while professing free trade doctrines, still evinces her old determination to foster and assist the branches of industry which most imperatively require aid. When her manufactures were in their infancy, she helped them, not merely by protective but by prohibitive duties. When they were fairly started, and she wished to give increased impetus to agriculture, she established and maintained for a long period heavy duties on articles of food. When her manufacturing industry was threatened she abolished or reduced the imposts on corn, partly to avert the threatened starvation of large bodies of her population, but more especially to diminish the living expenses of factory operatives, and thus to strengthen the chances of British manufacturers to crush the domestic industries of other countries. Now that protection is not specially needed either by the manufacturers or agriculturists of England, Parliament votes large annual subsidies to steamship lines, so that they may be enabled to forestall American competition. If this country desires to revive her drooping shipping interests, a similar policy must be adopted here. If we do not wish our flag to be totally banished from distant seas, we must help steamship lines in substantially the same way that they are helped by European governments.

MINISTERS AND REAR-ADMIRALS.

We have received the full report of the Committee on Foreign Affairs to the House of Representatives with reference to the "Paraguayan muddle," and the testimony therein produced fully sustains all the allegations that have been made against the naval officers concerned in the affair, and it exhibits a condition of mind to be existing among the officers of the navy towards the diplomatic service that is not creditable to them, and that is certainly derogatory to the interests of the Government. The committee at the commencement of the report says, with reference to the testimony offered before it, "that much of it is of a conflicting character, and reveals a feeling of bitterness and animosity between the different officers of the navy, and between the naval and diplomatic officers of the Government, connected with the matters under investigation, not creditable to the efficiency in the public service which the Government has a right to expect from its officials."

The report then goes on to give a detailed narrative of the whole affair, introducing the most important points of the testimony. Commencing with Rear-Admiral Godon, it shows that he refused under the most transparent subterfuges to give Minister Washburn transportation on one of the vessels of his fleet, through the allied blockade, to his post of duty in Paraguay. At one time his excuse was a want of coal, although it is shown that coal could be had in abundance, and that there was no deficiency of the article in the fleet. Indeed, while urging this excuse Admiral Godon took a trip himself of about four hundred miles down the coast, for the ostensible purpose of exercise, but more especially to spare the feelings of Rear-Admiral Bell, who was daily expected to arrive in Rio, and who, on account of Admiral Godon, who was his lineal junior, having been promoted in advance of him, would have been obliged to haul down his blue pennant. It will thus be seen that Admiral Godon did not hesitate to sacrifice the interests of the Government, or to throw contempt upon a United States minister, solely on account of an absurd piece of naval etiquette that would have disgraced a Chinese mandarin. Another excuse was the unhealthiness of the season, another the blockade of the river by the allies, another that he could not take upon himself "so grave a responsibility as would be involved in forcing the blockade," and anything else he could think of to avoid doing his duty. Finally, Admiral Godon did, under orders from the United States, detail a vessel to take Mr. Washburn, but in this affair, and in his conduct towards our other diplomatic representatives in South America, he behaved in a most supercilious and insulting manner, which appears to have been initiated by the officers of his command. The report of the committee states that the investigation has developed "the existence among the officers of the South Atlantic Squadron of a feeling of extreme bitterness and malevolence, accom-

panied with acts of superciliousness and petty tyranny unworthy of their position, derogatory to our national character, and subversive of that efficiency in the naval service which can only spring from harmony and proper respect on all occasions."

As instances of this it is mentioned that when remonstrated with by Mr. Kirk, our Minister to the Argentine Republic, against paying a visit to General Urquiza, the former President, which might have been construed by the existing administration in an unfriendly light, Admiral Godon answered "that he (Kirk) would find he scarcely needed a dry nurse," and, in speaking of Minister Washburn, he made use of an expression reflecting on the maternal relative of that personage such as no gentleman would use. To one of his officers he sneeringly said, "You seem to think a minister is of great importance;" and at another time he said, "These ministers were the mere representatives of political friends." Mr. Washburn testified that Admiral Godon wanted it impressed upon everybody that he was the representative of the great republic, and that nobody else was of any importance whatever; that he always spoke with the utmost contempt of all ministers of the United States; said that he was not responsible to them, and did not care anything for them; that they were political humbugs and worn-out politicians, who were sent out there to get rid of them; that he was an admiral, etc. Minister Webb, who had no part in the difficulty and no controversy whatever with the Admiral, in a despatch to the State Department said:—"It is impossible for me to shut my eyes to the fact that the difficulties which have taken place and now exist on this coast between the Admiral and the officers of the State Department, and which are widely known and discreditable to our country, are mainly attributable to the Admiral's meddling with what does not concern him."

Rear-Admiral Davis, when he took command of the squadron, appeared to adopt pretty much the same line of policy, and when applied to for assistance by Mr. Washburn he disregarded the application, and did not move until such a time as suited his own convenience and regard for the dignity of a Rear Admiral. When at last he did act, Minister Washburn was rescued, but two of his suite, Bliss and Masterman, were left in the hands of Lopez. Admiral Davis, on arriving at Angostura, in December, 1868, wrote a dignified letter to Lopez demanding their release. Lopez, instead of delivering them, came on board the flagship and induced the withdrawal of the note. As a substitute, Admiral Davis sent an humble request that the two men might be delivered into his keeping, subject to the order of the Government of the United States, and declining to define or even consider their status. Even this eating of humble-pie was not sufficient for Lopez, who would not consent to deliver the men until the request was made "in a manner more in conformity with the fact of their being accomplices of Mr. Washburn," and Admiral Davis actually detailed two of his officers to attend a pretended court of justice and listen to the enforced confession of Bliss and Masterman of their complicity in a conspiracy against Lopez. After the men were given up they were placed under the charge of a sentry on board the ship, and otherwise treated with the utmost indignity until their arrival in the United States.

These facts indicate very plainly that it is high time some measures were taken to teach naval officers what their duties are in foreign waters, and what are the courtesies they owe to our diplomatic representatives. The conduct of these two Rear-Admirals cannot be pronounced other than scandalous in the highest degree, and their exalted rank ought not to shield them from the public reprimand they deserve. In spite of the opinion to the contrary advanced a few days ago in our columns by a prominent naval officer, it is evident that some members of the naval service at least need to be taught that the "dignity of Rear-Admirals" is not the only thing to be considered, or the only thing for which the navy is permitted to exist.

The idea has been thrown out that the acquisition of San Domingo should be made a test party question, so as to ensure the success of this project, but we hope this proposition will receive no favor. Senators and Representatives are sent to Washington for the purpose of exercising their best judgment on important new questions as they arise, and the old practice of forcing them to surrender their honest convictions by a severe application of the party lash is more honored in the breach than in the observance. If, after a full examination of the whole question, they are satisfied that San Domingo ought to be bought or annexed, let them so decide; but let them not arrive at this conclusion simply because this or that great man favors the proposed acquisition. The nation should be governed by the independent as well as the enlightened judgment of its appointed rulers, and the whipping-in process has outlived its day of usefulness.

A man in Sussex county, New Jersey, shot the supposed paramour of his wife on Saturday. It is a fair presumption that he had been "waiting for the verdict" in the McFarland case, and that after the new proof it afforded of the impunity with which injured husbands can avenge their wrongs, he felt that he would gain applause rather than punishment by becoming a murderer. These deeds of violence will inevitably continue until the laws and public opinion are so changed that redress can be obtained in a more legitimate manner, on the one hand, and that punishment of some kind is meted out to all who imbue their hands in the blood of their fellow-beings.

A despatch from St. Louis announces that the corpse of a victim of Indian atrocities has been brought eastward, and that nearly all the bodies of the persons killed in the late railroad collision in the Far West have also

been forwarded to their friends. It is startling to see barbarism and civilization thus simultaneously at work in thinning out the population of the new Territories. When railroad collisions begin, it is high time that the scalping knife and tomahawk should cease their murderous massacres.

THE FRENCH CABINET.

By the cable we have a rumor that the Duc de Grammont and Edouard Laboulaye will enter the new French Cabinet, the former as Minister of Foreign Affairs and the latter as Minister of Public Instruction. Antoine Agenor Alfred, Duc de Grammont, formerly Duc de Guiche, and since the death of his father on the 3d of March, 1854, Prince de Bidache, was born at Paris on the 14th of August, 1819. He entered the Polytechnic School in 1837, but as his tastes did not incline to military life, he declined to join the artillery, to which he was appointed in 1839. He commenced his public career as a diplomatist in December, 1852, when he was sent as Minister Plenipotentiary to Cassel. He was sent to Stuttgart in the same year, and to Turin in April, 1858. He was appointed ambassador to Rome in 1857, and remained at that post until 1861. While Minister at Turin his most important service was to induce Sardinia to join the alliance of the Western powers against Russia. On the 3d of June, 1857, he was made commander of the Legion of Honor, and he has also been decorated with the Grand Cross of the Order of Wurtemberg, and that of St. Maurice and St. Lazarus of Sardinia.

Edouard Rene Lefebvre Laboulaye was born at Paris on the 18th of January, 1811. He studied law, and in 1833 published "A History of the Law of Real Estate in Europe from the time of Constantine to the present." He has also written on the political and civil condition of women from the time of the Romans to the present day, and on many kindred subjects. He is also the author of a "History of the United States," the first volume of which was published in 1855, and he has translated the works of Dr. Channing, and has written an elaborate essay on slavery in the United States. Other important works by him are "Souvenirs d'un Voyageur" and "Studies upon Literary Property in England and France." Laboulaye is also well known as a graceful and fascinating writer for children, and many of his fairy stories have achieved much popularity in England and the United States. In 1849 he was appointed Professor of Comparative Legislation in the College of France. Laboulaye is noted for his liberal political views and for his admiration for the United States. During our great civil war he was one of the earnest friends that the Union cause had in Europe, and both with his tongue and pen he endeavored to aid as far as possible what he believed to be the cause of justice and human rights.

THE MERCHANT NAVIES OF THE BRITISH EMPIRE, FRANCE AND THE UNITED STATES.—In the table below is given the aggregate tonnage of the merchant navies of the British Empire, including the United Kingdom, the United States, and France, from 1850 to 1868 inclusive, in comparison. The figures for the United States include lake and river steamers. In consequence of steps being taken to clear the British register in and since 1854, and in consequence of alterations in the system of measurement, the British tonnage, as compared with previous years, is a great deal less than it would have appeared to be if the old plan of taking the figures had continued, probably by 400,000 tons. The figures are as follows:

Table with 4 columns: Year, British Empire, United States, France. Rows from 1850 to 1868 showing tonnage figures.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

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SUNDAY-SCHOOL TEACHERS' INSTITUTE under the auspices of the PENNSYLVANIA STATE BAPTIST ASSOCIATION in the TABERNACLE BAPTIST Church, CHESTNUT Street, west of Eighteenth, MONDAY, MAY 16, 1870, commencing at 7 1/2 o'clock. The Missionary Work of the Sunday School. Session, Kingsbury, Esq. Discussion on the same subject, by Rev. David Spencer, Abraham Martin, Esq., and John Wanamaker, Esq., followed by the audience in 15-20 minute addresses. 5 1/2 m

A SPECIAL MEETING OF THE SUNDAY SCHOOL ASSOCIATION of the P. E. Church in Philadelphia will be held on MONDAY EVENING next, May 16, at 8 o'clock, in the Lecture Room of St. Philip's Church, VINE St., below Eighth. The subject—"How can the Sunday School be made Attractive Without a Loss of Spiritual Power?" will be discussed by Rev. J. BLAKE FAULKNER, Rev. PHOENIX BROWN, and others. 5 1/2 m

C. SAUNDERS COLLEGE, W. PHILA. Lectures, MONDAY EVENING, 4 1/2 m

EYRE & LANDELL, FOURTH AND ARCH STREETS, HEADQUARTERS FOR FINE DRY GOODS. CLOTHING.

SPECIAL NOTICES. NOTICE TO DELINQUENTS.

OFFICE OF THE COLLECTOR OF ALL OUTSTANDING OR DELINQUENT TAXES, No. 11 STATE HOUSE ROW, CHESTNUT Street, Philadelphia. The undersigned having been appointed by the Receiver of Taxes, COLLECTOR OF ALL OUTSTANDING TAXES due to the City of Philadelphia, hereby gives notice that the Registers and other books of Delinquent Taxes have been placed in his hands for prompt collection, and all persons indebted to the city for overdue taxes are required to make immediate settlement of the same at this office, or to the Ward Deputy Collector. The act of Assembly approved March 23, 1870, provides, "That said collectors shall be made immediately either out of the personal or real estate of such delinquent owner, wherever the same may be found, and for such purpose he shall be and is hereby invested with full and absolute authority to levy and sell either the personal or real estate of said owner."

THE SECOND ANNIVERSARY OF THE PENNSYLVANIA INDUSTRIAL HOME FOR BLIND WOMEN will be held at the CENTRAL PRESBYTERIAN Church, corner of EIGHTH and CHESTNUT Streets, on MONDAY EVENING, May 16, at 8 o'clock. Addresses will be delivered by Rev. Dr. HENSON, BIRD, and others. The public are cordially invited to attend. Music by the Orchestra of the Blind Institution. 5 1/2 m

THE ACADEMY OF FINE ARTS having been injured by the recent storm, the Exhibition of the Life-sized Painting of SHERIDAN'S RIDE is postponed for a few days. 10

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE CLARION RIVER AND SPRING CREEK OIL COMPANY will be held at HORTICULTURAL HALL, BROAD Street, on WEDNESDAY EVENING, the 26th inst at 8 o'clock. 15 1/2 m

THE ANNUAL MEETING OF THE REPUBLICAN INVINCIBLES will be held at the ASSEMBLY BUILDING, Southwest corner of Tenth and Chestnut streets, on

TUESDAY EVENING, May 17, 1870, at 8 o'clock, to elect an Executive Committee to serve the ensuing year.

All active members of the organization are invited to participate. By order of the Executive Committee. HENRY C. HAWKINS, Secretary. Philadelphia, May 16, 1870. 5 1/2 m

FOR SHERIFF, 1870.

F. T. WALTON, SUBJECT TO THE DECISION OF THE REPUBLICAN CONVENTION.

SEWING MACHINES. THE WHEELER & WILSON SEWING MACHINE, For Sale on Easy Terms. NO. 914 CHESTNUT STREET. 4 m

COACHMEN'S COATS. OF FIRE Blue, Brown, or Grey Cloth. AMPLE for protection, indispensable for comfort. CUT with reference to comfort, as well as beauty. HANDSOMELY trimmed and finished in fine style. MADE to order at short notice, or ready, and on hand. ELEGANT assortment for the driver on the box. NONE SO GOOD or so cheap as at ROCKHILL & WILSON'S. SPRING Style of Coachmen's Coats now ready. COATS FOR THE COACHMEN. OPPORTUNITY now for great Spring Bargains. ABUNDANCE of every description of new style. TRY OUR TEN DOLLAR SUITS!!!!!! STOCK all reduced in price to suit everybody. ROCKHILL & WILSON GREAT BROWN HALL. 603 and 605 CHESTNUT STREET. WESTON & BROTHER, TAILORS, S W. Corner NINTH and ARCH Sts. PHILADELPHIA. A full assortment of the most approved styles for SPRING AND SUMMER WEAR. NOW IN STORE. A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 1/2 m

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