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THE DAILY GAZETTE.

DULUTH.

[Correspondence of the Pittsburgh Gazette.]

DULUTH, May 9, 1870.

I have been here for the last ten days; have become pretty well posted in "corner lots," etc., and desire through your columns to give my friends in Pittsburgh some information in regard to this (to be) Queen City of the Lakes. Duluth lies at the extreme western end of Lake Superior and is located on the most beautiful site for a city that I ever beheld. The land rises gradually, as you go back from the lake shore, and while it cannot be called a hill, there is just enough elevation to make it hard to decide on the best location for a residence. From almost every point within the city limits, an enchanting view of the Lake, the Bay, Minnesota and Rice's Point can be had, and in such clear, delightful weather as generally prevails here, Superior City can be plainly seen without a glass—seven miles across the bay. Besides the natural beauty of the site, this point has great advantages which must not be overlooked. Owing to the formation of this country, particularly along the shore, with Rice's Point cutting out two miles into the bay, Minnesota Point running down a distance of seven miles and separating the lake and bay, and Wisconsin Point projecting from that State until it almost meets Minnesota Point, and the breakwater—now building to ward off the heavy seas which we sometimes have when the wind blows from the northeast), this city is favored with one of the finest harbors on the lakes. It is probably well known that the railroad now being built from St. Paul to Duluth, a distance of only 150 miles, will draw all the grain and other products of southern and southwestern Minnesota to this point, in order to get to the seaboard by water, and thus save to the producer the immense per centage between water and rail freights. It may not be so well known, but it is nevertheless a fact, that Duluth will be the eastern terminus of the great Northern Pacific Railroad, and will thus be the point of transhipment of the products of western and northwestern Minnesota, Dakota, Montana, Idaho, and even Oregon and Washington Territories. When it is remembered that the area of country which, by these two roads alone is made tributary to Duluth, is ten times greater in extent than is now tributary to Chicago with all her railroads; and that within its boundaries, it embraces millions of acres of the best wheat growing territory in the world, besides innumerable tons of coal, iron, copper, gold, silver and lead; that in addition, timber is plenty, water flows in crystal streams, the climate, clear through to the Pacific, is delightful, and conducive to longevity; that nature has provided so abundantly of all her stores of wealth, that the farmer, mechanic, the laboring man and people of every clime and condition have only to enter in, possess and enjoy, while at the same time they will send the products of their industry to people of eastern and less favored localities, it will not be surprising if within the next twenty-five years, Duluth should attain a position second to none of our large Lake Cities. It may look a "little previous" to proclaim so fair a destiny, but those who are acquainted with the facts will endorse all I have written. Never has a city started under brighter auspices, or been "backed" by so much capital. One hundred millions of dollars say Duluth will be a large city, for more than that is interested in building the two railroads that will make this their "head centre," and among the subscribers are to be found the heaviest capitalists in the country. Two years ago this was a forest, now it is a city of 2,500 inhabitants, and scores arriving by every vessel, and the cry is "still they come." To all whom are thinking of locating here, I would say "come now; property will never be cheaper, and labor of all kinds is in very great demand. We want carpenters, builders, masons, quarrymen, machinists, laborers, men of every employment and profession, to make this their home, and grow and prosper with the place. To those who wish to invest, I would say "invest now; real estate is advancing every week rapidly, and men who one year ago would not have given one dollar, are now scrambling for the chance of investing one hundred dollars per foot front in lots near the business heart of the town. It is not necessary for every one to have a business lot. There are plenty of fine lots suitable for residences at from one hundred up to five thousand dollars, for those who "go in soon." If you want any property here, don't delay purchasing. Men are coming in every day and paying the cash down for lots, at prices which in an eastern country town would be thought enormous, and yet they know this property to be cheap, and the rush continues. Business here is lively. The breakwater, elevator, and the docks are being built as rapidly as possible; the railroads are being pushed through" with the utmost vigor, and buildings for stores, shops, factories, mills and residences are being erected as fast as lumber and materials can be procured. Regular lines of steamers are now running from Buffalo, Cleveland, Detroit and Chicago to this port, and I would advise all contemplating here to come by boat, until the railroad to St. Paul is finished, which will not be before July. Before closing I would like to say a few words in favor of the Northern Pacific Railroad. I see by the "papers" that some of our Congressmen have been exposing their ignorance, by calling the country through which it will pass a "wilderness whose principal product is grizzly bears." The names of such wiseacres should go down in history along with that of the gentleman who intended to eat the boiler of the first steamship that should cross the ocean. In fact I think a certain Congressman occupies a position identical with that of a certain animal—one Balaam rode. In this instance B is an interested party, or corporation, who cannot speak for itself, and the ass speaks for it. The territory extending from the western end of Lake Superior, through northwestern Minnesota, Dakota, Montana, Idaho, Oregon and Washington Territories to Puget Sound, and through which the North Pacific will be built, has been so often traversed and explored, and so much of it is now settled by thousands of "pioneers," that authentic information in regard to it can be had without any difficulty, and any school boy could display more knowledge in regard to it than this great ignoramus of a Congressman. During 1864 and 1865 I spent fifteen months in the territory of Montana. I have been through New York, Pennsylvania, Ohio, part of Illinois, Indiana, Missouri, Kansas and Nebraska, and I must say I prefer Montana to any of them. Besides the gold, silver, iron, copper, and other precious minerals within her boundaries, Montana is blessed with some of the best agricultural and grazing lands in the United States. Coal and timber are there in abundance, and innumerable streams of clear, cold water. The streams abound in speckled trout, and feeding among her hills and valleys are herds of deer, antelope, mountain sheep, elk, and in the southern part buffalo, jack rabbits, grouse and prairie chickens can be had almost anywhere, and the cattle herded by settlers fatten remarkably fast. Last year, a Montana farmer exhibited in Helena city a sample of wheat produced on Montana soil. It was large, plump, and very fine, and yielded eighty-two bushels to the acre. Other kinds of produce are just as prolific. I have met a great many men who have traveled all over Idaho, Oregon and Washington Territories, and have now in Pittsburgh a relative who has spent eighteen years in the far west, and is intimately acquainted with this northwestern country, and they all say that the country west of Montana is better in an agricultural point of view, than it is. It is also known beyond question that the valley of the Red River of the North—a valley forty miles wide, and one hundred and fifty miles long—is splendidly adapted to raising winter wheat. The soil is rich and very fertile, and as it is not subjected to the stormy winds that prevail in Southern Minnesota, Wisconsin, Iowa and Illinois, the snow lies all winter on the ground, and protects the wheat. Now all this grand, rich territory, from here to the Pacific, richer by far than any of the Eastern States, wants to be settled by an industrious people, who, while they live happily and prosper themselves, will add greatly to the happiness, comfort and assistance of others, and add millions upon millions of wealth to our great American Union. How is it to be done? Everything I have written in regard to that country has been well known for years. This country, rich in everything, has been inviting settlement for years, and yet there are only tens, where there should be thousands of settlers.

There is just one thing needed to people this country. It is a good railroad, just such as the North Pacific proposes to be. When that is built people will flock along it by the thousands, and settle and work these lands and minerals. Give it all the lands it asks for, if it will only make the balance easy of access. What is the land worth without the railroad to get at and from it? Nothing. You nor I, nor any one else wants it. Build the road, give the company half the land if they want it, and the other half will be settled rapidly and be worth millions.

PITTSBURGER.

GENERALITIES.

THERE are to be railroads in Java.

MRS. RICHARDSON is ill, and no wonder.

THE grasshoppers are invading Utah again.

THE Viceroy of Egypt has forty American officers.

THERE is a great rush to the Arizona silver mines.

BISHOP MCILVAINE is going to Europe again in June.

INDIANAPOLIS will be fifty years old on the 7th of June.

JUDGE UNDERWOOD declines a renomination to Congress.

AN English newspaper is to be started in Munich, Bavaria.

MUD TURTLES two feet in diameter are swarming in Wisconsin.

A LOWELL paper thinks the best place for lawyers would be Sioux city.

LARGE quantities of granite have been found in Jefferson county, Iowa.

THE celebrated Koecker diverce case in Philadelphia has been again postponed.

STRAUSS' orchestra, with the master himself, are to be at Fisk's Opera House.

THERE is a man who after next autumn will only be known as Ida Lewis' husband.

A VESSEL is about to be launched at Quebec having iron masts made in that city.

THE California Immigrant Union will send agents to the principal European cities.

A LITTLE son of Henry Smith, of Dubuque, was drowned, on Tuesday of last week.

THERE is a weekly paper in London devoted entirely to the interests of church choirs.

MORE than 4,000,000 evergreens are to be shipped this spring from Sturgeon Bay, Wisconsin.

A LINE of steamers in the interest of the Pennsylvania railroad is proposed between Duluth and Erie.

THE Boston *Transcript* pertinently asks "If a man blows his own trumpet, can his opinions be sound?"

LAST Wednesday night the telegraph wires in Lancaster, N. H., were broken by a heavy fall of snow.

THE French Prime Minister receives more than three times as much salary as the American President.

BRESLA only uses 100,000 tons of tallow in a year now as it is not so popular as an article of food as it once was.

THE Comanches and Kiowas are said to be on the war path again, in defiance of alleged unequal distribution of supplies.

A STEAMER and five barges are now receiving at Dubuque 100,000 bushels of wheat and oats for New Orleans.

MRS. LINCOLN and her children dug a deep grave for Lopez with cigar box lids and buried him and his son together.

THE Society for the Suppression of Cruelty to Animals, in Paris, has made a movement against frying small fish and eels alive.

AT the Illinois penitentiary in Joliet, to make one hundred and forty-one thousand cigars is thought to be a good week's work.

THE prominent features of the late prize fight were at first the noses, but as they got mashed the eyes began to protrude finely.

THERE is nothing new under the sun, and some one has unearthed a kerosene lamp at Pompeii. It had not yet been exploded.

ONE thousand and fifty yards of matting, one yard in width, are required to cover the floor of the National House of Representatives.

THE Dubuque *Times* says: "If present indications hold true, the harvest of 1870 will be one of the most glorious in the annals of Iowa."

MR. FULTON, one of the proprietors of the grist-mill at Belmont, Iowa, was recently caught in the machinery and instantly killed.

DICKENS is to be presented to the world in a novel shape—but not in the shape of a novel—a volume of his *speeches* is about to be published.

IT is estimated that 8,000 tons of iron ore arrived at Cleveland from Escanaba and Marquette from Thursday morning up to Friday noon.

A MAN in New Haven has a very natural looking set of false teeth, which replace his old ones which were lost in a recent soda fountain explosion.

THE reduction of the public debt in May 1869, was nearly thirteen millions, and the present indications are that it will be as large, if not larger, this year.

PROVIDENCE, R. I., had an insane man who did unto himself as New York insane men do unto others. He left a wife and seven children in destitute circumstances.

THE House Ways and Means will report in favor of a long consolidated four per cent. bond instead of the three classes of bonds provided in the Senate Funding bill.

THEODORE TILTON's shrieking for female suffrage. He should remember that since the abolition of crinoline Tilton-whoops are at a discount.—*St. Louis Times.*

CINCINNATI has a kitchen which is two thirds of a pup, only the feet and whiskers being feline. The canine part of it being the largest, this kitten must take after its father.

MISS EDMONIA LEWIS, the American sculptress at Rome, is said to be a Zambo and not a negress, her parents having been one an Indian and the other a negress.

IT seems probable that the next class at West Point will contain several colored cadets. Three or four Congressmen announce their intention of appointing colored boys.

THE arrangements of taking the census of 1870 are considered more thorough and promise to give more correct and satisfactory results than in the case of any previous census.

IT is thought that diamonds exist in the vicinity of Pine Bluff, Arkansas. As a proof of it, the *Republican*, of that place, says several "suspicious-looking" stones have been found.

THE Boston *Post* says; "Some little Indiana boys had a real nice time last week, playing with a revolver, till it went off, and they were all invited to the funeral of one of the little boys."

THE work on the Baltimore and Ohio Railroad bridge at Benwood is progressing rapidly. With a corps of efficient workmen, its construction is being diligently pushed forward.

THE *Atlas* says Grundy county, Iowa, needs ten thousand farmers more than it has got now. Northwestern Iowa needs a million, and every man who will come this year can have a home for nothing.

THE weather telegraphs of Europe now predict the condition of the weather from England to Sicily for many hours before-hand with perfect regularity and almost unerring certainty. The loss thus avert ed may be calculated at a high figure. The Paris papers publish their telegrams as carefully as the fluctuations of the Bourse.

THE Scandinavian population of Minnesota numbers about 60,000, or one eighth of the entire population of the State. Of this aggregate of 60,000, Norway supplies 40,000, Sweden 15,000 and Denmark 5,000.

THE corner stone of the Southern Illinois University will be laid on the 17th inst., by Grand Master Reynolds, at Carbondale. An address appropriate to the occasion, will be delivered by Gov. Palmer.

GOVERNOR ASHLEY, who has been laboring to induce emigration from the East to Montana, has written to Mrs. Howe, of Boston, urging her to organize parties of women to settle in that Territory.

THE fuel used at Angelos, California, is obtained from the plains. It is found some depth below the surface, on those plains where there are no indications of any timber or shrubbery of any kind above.

THERE are only six stills in the United States for the distillation of gin—four in Connecticut and two in Massachusetts—which may account for the custom of diluting it with milk, which is more plenty.

A DISPATCH from St. Paul, Minn., of the 9th, says the Indian excitement has subsided. The Sioux and the Chippewas have promised that they would remain peaceable, and cause no trouble to the whites.

THE Ohio and Mississippi Railroad, which the Baltimore and Ohio Railroad Company has leased, runs from Cincinnati to St. Louis. Baltimore thus, in effect, holds possession of a continuous line from that city to St. Louis.

"IN California they are erecting an immense church edifice," the roof so arranged on pillars that a disturbance of the earth will tilt the whole structure clear of the foundations, assuring the safety of the congregation.

THE average annual production of beer in England is 25,000,000 barrels, of which four-fifths are consumed at home. In Bavaria a workman's daily ration of beer is seven quarts. In Vienna the consumption, per capita, is two and a half barrels yearly.

A WESTERN paper tells how a prisoner "kept asking the officer who arrested him where he had rather be buried, if he had the choice, and the officer at last promised he would bear the news, and other things of no particular account to any policeman."

THE Senate on the 5th inst. passed a bill providing that Duluth, in the State of Minnesota, shall be a port of delivery within the collection district of New Orleans, and that there shall be appointed a surveyor of customs, to reside at that port.

TRAVELERS can now go from Auckland, New Zealand via Honolulu to San Francisco in thirty-one days by way of the new Australia, New Zealand and Sandwich Islands steamship line. Thirty-six days are required to go from Sidney to San Francisco.

FRUIT is unusually plenty hereabouts, cherries and peaches are almost altogether out of reach of frost, and are so numerous that the trees must be propped or else the trees will break. Strawberries and apples are in full bloom, plums look well but there will probably as usual be no crop.

ST. PETERS CHURCH, built as a memorial to Bishop Delancey, in Geneva, Western New York, was consecrated on Tuesday by Bishops Coxe, of Western New York, Clark, of Rhode Island, and Huntington, of Central New York. Dr. Haight, of Trinity church, New York, preached the sermon.

THE St. Louis *Tribune* gives a list of forty nine Missouri journals (seven of them issued daily) which are outspoken for Protection, and says this list is incomplete. These, with the Governor of the State and the President of the St. Louis Board of Trade, affords a pretty fair indication of the drift of public sentiment.

MISS KELLOGG visited the Utica State Lunatic Asylum a few days ago, and asked leave to sing to the more violent patients, accompanying herself on a guitar. The inmates were greatly excited, crowded her from head to foot, turned her round and round, and finally the women insisted upon kissing her, to all of which the young singer consented.

A MISSOURI paper thus reveals the secret of Democratic clubs: "Keytesville has a Democratic Association in full blast. The other night it performed 'Kiss in the Dark,' 'Virginia Mummies,' 'Box and Cox,' with preludes, interludes and finale of music, instrumental and vocal, all to a crowded house, and with grand success. We never knew before what a Democrat thought it worth while to exist.

A FEW days ago a gentleman whose proboscis had been lost was invited out to tea. "My dear," said the good woman of the house to her daughter, "I want you to make some pancakes, and to make no remark about Mr. Jenkins' nose." Gathered about the table, everything was going well; the child peeped about, looked rather puzzled, looked at her father, and said, "Ma, why did you tell me to say nothing about Mr. Jenkins' nose? he hasn't got any!"

THE Philadelphia *Ledger* has often some curious advertisements, for instance what a rush the young bankers must have made when they read this:

"Boy wanted at the cream and baking, III North Tenth street."

And here is evidently a musical genius hampered by adverse circumstances:

A lady will render valuable services at a very small compensation to any agreeable family for the privilege of practicing on the piano.

Punchinello, the new comic paper, is a very weak imitation of *Punch*. Its cartoons are stupid and badly drawn, its smaller pictures are devoid of fun, its jokes are pointless, and its chief end and aim seems to be to malign and hold up to derision, the leading Congressmen and the President and his Cabinet, which it does in a milk and watery sort of way, which is meant for sarcasm. Its name is an endearing diminutive for *Punch*, and therefore as far as smallness and dearness goes, is appropriate.

TIMOTHY TITCOMB will be home again next week, but every misfortune generally has a blessing to counteract it, and though Timothy will be here again, we may reasonably hope that his letters from Europe will cease. We have seen a good many accounts of European tours, but never another that seemed so as if the writer went on his way ever looking through the distorted spectacles of falsehood, and determined on no account to allow any one for a moment to suppose that he had any sense or justice in his brain.

PUDDLERS in Philadelphia who have been receiving six dollars a day, had their wages reduced about a month ago to four dollars and eighty cents, and the puddlers to pay their own helpers. The puddlers struck, and are still striking. On Friday they had a meeting, at which they resolved that their employers were unreasonable; that they would not go to work for a reduction of more than ten per cent on former wages, and that the puddlers and helpers would stand by each other, leaving the hesiters to take care of themselves.

ERNEST RENEN, although he is not very fond of going into society, and shows himself very rarely in the Parisian *salons*, was the other day at the reception of one of the Ministers. He was there presented to Madame G——, who paid him some rather sarcastic compliments about his learned writings. "Sir," said she to the author of the Life of Jesus, "I am sure there is among the Apostles one whom you will not have failed to treat as a brother and colleague." "And who is that Madame?" asked Renan. "Why St. Thomas," was the reply.

YESTERDAY, says the Washington *Chronicle*, Dr. G. A. Otis, United States army, assisted by others, successfully amputated the leg at the hip-joint of an inmate of the Soldier's Home, near this city. The patient had been wounded in the late war. The surgeons look forward with good hopes of the patient's entire recovery, and should the case prove successful it will add one more laurel to those already earned by American surgeons, as this will make the eighth case of this difficult operation in this country that has been successfully performed.

FIRST EDITION.

MIDNIGHT.

XLIST CONGRESS,

(SECOND SESSION.)

SENATE: Fifteenth Amendment Bill Further Discussed Without Action—The Subject of Amnesty. HOUSE: American Commerce and Navigation—Petition for the Impeachment of Justice Field, of U. S. Supreme Court, and U. S. Judge Hoffman, of California—Naval Appropriation Bill—Interesting Debate Concerning the Navy.

[By Telegraph to the Pittsburgh Gazette.]

WASHINGTON, May 17, 1870.

SENATE.

MR. CAMERON, in presenting a memorial for the general abolition of taxation on productions, spoke in favor of the substitution of internal for external taxes, and above all the abolition of the income tax.

Mr. HOWARD, from the Committee on Pacific Railroad, reported a substitute for the Nashville and San Diego Railroad bill. It grants twenty alternate sections of land on each side in Territories, and ten sections in any State through which the road may pass. Ordered printed, and placed on the calendar.

After the transaction of some minor business, the Fifteenth Amendment bill came up, at the expiration of the morning hour.

Mr. FERRY proposed a modification of his amendment, which would prevent any further political disabilities than now exist. He then replied to Mr. Morton's remarks of yesterday, giving the right of that Senator to frame his own opinion upon the South and assume to make them the embodiment of the views of the whole Union party South and Republican party North. He denied the existence of any rebellious state of affairs South and asserted the Republican party of the North were in favor of the removal of political disabilities, if it was expedient. The laws as a rule were in force in other reconstructed States, did not exist there, but the people were harmonious and prosperous. He was not in favor of amnesty, though, as the party had given its pledge to that effect and the State was ripe for it.

Mr. DRAKE made an argument against the removal of political disabilities.

During the discussion it was proposed to take up the House bill to amend the act which has been perverted from that body, but objection was made on the ground that the pending bill had been carefully matured by the Judiciary Committee, while the House bill was defective.

At five o'clock, after a short executive session, the Senate adjourned.

HOUSE OF REPRESENTATIVES.

The consideration of the bill to revive American commerce and navigation was resumed. Mr. LYNCH giving notice he would call the yeas and nays on Thursday.

Mr. WOOD contended our commercial interests were so suffering, and so that it was only the navigation or ship building interest that was decreasing, the reason for which he stated at length. He opposed the bill as not reaching the evil and being only a little soothing syrup to ship builders. The true remedies were in the revival of trade on a specie basis, the reciprocity treaty, free commerce, the readmission to American registry of ships which sought the protection of foreign flags during the war, discrimination in favor of American bottoms, &c.

Mr. WASHBURN, of Wisconsin, favored generally the bill, ascribing the decrease of American shipping principally to the unfriendliness of England during the war, and giving notice to the lobby that no schemes of subsidies would pass this Congress. He believed the duty could be removed from ship-building materials without injury to American interests, and if the interest of American shipping could be promoted by a system of discriminating duties, he would say abrogate at once your commercial treaties and discriminate in favor of American bottoms.

The bill went over till to-morrow.

Mr. JILLAN asked leave to present two petitions against Stephen J. Field, Justice of the Supreme Court of United States, and Ogden Hoffman, Judge *de facto* of the United States for the District of California, and praying articles of impeachment be presented against them.

Mr. BANKS objected.

Mr. JULIAN thereupon presented them under the rule, and had them referred to the Judiciary Committee.

Mr. BOOTH introduced a bill incorporating the Texas Pacific Railroad Company, and granting land thereto. Referred.

The Naval Appropriation bill was taken up in Committee of the Whole, and discussed by Messrs. Hale, Morgan and others.

Mr. MORGAN condemned the Department for having, in violation of law, paid to officers of the navy thirty-three and one-third per cent., or $370,000, in addition to the legal pay.

Mr. SCOFIELD contended it was strictly in accordance with law.

Mr. MORGAN continued to denounce the extravagance of the Department, and was followed by Messrs. FERRY, HALE and COX on the same side.

Mr. SARGENT defended the Department.

At half past four a recess was taken.

Evening Session.—The Committee of the whole resumed the consideration of the naval bill.

Mr. ARCHER defended the Navy Department from charges of extravagance.

Mr. DAWES attacked the Department for its antagonism to the law-making power and said that for the last ten years, excluding those of war, the average appropriation for the navy was less by $2,000,000 than appropriated in this bill, and yet the Department wanted $10,000,000 more. The complaint that law-making power had a right to make against the Navy Department was, that with the money furnished the navy was in the bad condition described. Why was it that the United States navy cost three or four times per man as much as the navy of Great Britain?

Mr. HALE asked whether everything did not cost two or three times as much in the United States as in Great Britain?

Mr. DAWES went on to say that the United States navy, which consisted of only eight thousand five hundred men, cost $25,305,671, while the estimate for the British navy last year, which consisted of sixty-three thousand men, was only $48,000,000. Every vessel in the United States navy cost an average annually of $1,38,944, and in the British navy $60,000. Every ton in the tonnage of the United States navy cost $107.10 per annum, and in the British navy $72.26. To keep the American navy afloat, and to keep it in repair, costs $600 a man, while the British navy costs but $60 a man. To keep it up to the standard the United States Navy Department had estimated for $8,875,000 for repairs, while the estimates of the British navy for the year ending March 31, 1870, for new machinery and repairs, was but $3,000,000. At the same rate of cost as in England, the whole American navy should be kept in repair for $900,000 a year. What was the reason for this difference? The British estimates for the past ten years varied but very little. Man for man, vessel for vessel, ton for ton, the whole expenditure for repairs of the British navy was but about one-tenth the cost for repairs of the American navy. Admiral the American navy had been allowed to run down to the condition in which its friends described it to be. The fault did not lie with Congress. It lay in a lack of efficiency, energy and spirit in the navy of the present day.

Mr. LOGAN said there were in the United States navy one thousand and four officers and but eight thousand five hundred men, one officer to every six men and a fraction over. The pay of the navy was a little over $7,000,000, and of that over $5,000,000 was paid to officers. There were on the active list of the navy seven hundred and fifty-nine officers at sea and on shore six hundred and fifty. There were ten Rear Admirals, five at sea; twenty-five Commodores, only three at sea; fifty Captains, only ten at sea; ninety Commanders, only twenty-nine at sea. There were twenty-four naval officers stationed at the Washington navy yard alone. In short, there are officers enough in the navy to man a navy sufficient to make war upon the strongest naval power of the world, and but a few men. Why should this swarm of officers be kept without any necessity for them?

Mr. BECK spoke of the extravagance of all the departments, and stated that there were in the Treasury Department sixteen hundred employes more than were authorized by law, and six hundred more than were employed last year.

The debate being closed, the bill was considered by paragraphs for amendment.

The first paragraph was for the pay of commissioned and warrant officers at sea, on shore, on special service, and of those on retired list and unemployed, and for mileage or transportation of officers traveling under orders, $1,020,000.

Mr. WASHBURN, Wisconsin, offered an amendment that no allowance be made to officers for drawing bills, receipts for or disbursing money, or for servants, fuel, clothing, quarters or transportation, &c., thus cutting off thirty-three per cent. all at once.

A long discussion ensued on the amendment, in the course of which a letter was read from Secretary Robeson, contending that Secretary Welles, in making allowances, had not transcended his authority, that the allowance was and is lawful, and relating the history of the subject.

Mr. COX asked leave to read a letter received from the late Secretary Welles, in which he said he would as soon think of comparing an old canal scow to a magnificent ocean steamer as to compare Secretary Robeson to Secretary Welles.

Mr. HILL objected to the reading on account of the objectionable allusion to Secretary Robeson. The letter, however, was subsequently read.

Mr. STEELE moved as an amendment to the amendment that thirty-three per cent. be added to the pay of all officers of the navy below that of Commodore.

The amendment offered by Mr. Stevens was first voted on, when it appeared there were 37 for it, and 45 against it. Nonquorum was the Committee rose and the House adjourned.

BRIEF TELEGRAMS.

—Senator Wilson's wife is dangerously ill.

—A portrait of Anson Burlingame is to be placed in Faneuil Hall, Boston.

—The funeral of the late Hon. J. T. Ward, of Tonawanda, Pa., took place yesterday afternoon.

—The Cubans have a privateer afloat, which will soon commence their run upon Spanish commerce.

—The cable announces the arrival out of the steamship Austrian, Virginia, Tripoli and City of Antwerp.

—Lieut. Robert Farnum, a brilliant soldier in the Federal army during the late war, died in New York on Monday.

—The entire business part of Henderson, N. C., was destroyed by fire yesterday morning. Loss, $50,000; small insurance.

—Hiram Ashley, a prominent citizen of Newark, N. J., has disappeared, and is said to be a defaulter to the amount of $16,000.

—Sigismund Schraffel was yesterday sentenced at Jersey City to twenty years imprisonment and the payment of the costs of the prosecution, for the murder of his wife.

—Richard & Hunt's planing mill and lumber yard, adjoining, in Chicago, were damaged to the extent of twenty thousand dollars, fully insured.

—Registration at Richmond, Va., closed last night. The whites are 60 ahead. All the negroes and some of the blacks had a majority in several hundred.

—The Tennessee Agricultural and Mechanical Association spring Fair opened yesterday at Nashville. The exhibition is attractive, but attendance small.

—A fire at Oshkosh, Wisconsin, yesterday, burned S. Irvine & Co.'s flouring mill, and Jenkins & Co's. planing mill. Loss of the former $20,000, of the latter $30,000; partially insured.

—A well known and influential business man of New York, whose name for the last generation, refuses to divulge, has been arrested and paid in bail in $5,000 for smuggling $30,000 worth of diamonds.

—The libel suit against Richardson Brothers, publishers of the Philadelphia *Dispatch*, brought by Thomas Fluke, ex-Treasurer of the City, for libel, was decided for Fluke claims $15,000 damages.

—The difficulties in Dickinson College, at Carlisle, Pa., have been satisfactorily adjusted. The order of suspension has been recalled and the members of the Sophomore and Junior classes present have resumed their College duties.

—Lord Stafford Northcote, accompanied by Lady Northcote and two sons, left New York yesterday by Erie R. R. for Niagara Falls, en route to Winnepeg. Sir Stafford goes there on a diplomatic mission to the Red River insurgents.

—A serious break in the Erie Canal occurred yesterday morning, one mile above White Creek. The canal was carried through the towpath, and one hundred feet of the track of the Rensselaer & Saratoga R. R. was washed out. Boats can pass until the damage is repaired.

—Three members of the Junior Class of the Pennsylvania College, at Gettysburg, Pa., having been suspended for trifling offenses, the class have rebelled and demanded their reinstatement. The affair will probably result in the suspension of the entire class.

—Nathaniel Gale, for many years clerk in the naval office at Boston, is charged with defalcation to the Government of $6,000 in gold, in the collection of invoice duties. A merchant's clerk, named Hallowell, is charged as an accomplice. Both have been arrested.

—Campbell county, Ky., will vote on the 28th on the question of subscribe $500,000 to the Licking & Big Sandy Railroad, to be expended in that county. The project road is from the Ohio river at Cincinnati to Maysville, to connect with the Ohio & Chesapeake Railroad—distance 140 miles.

—Dispatches announce that the steamer Robert Moore, from Nashville to Cincinnati, struck a snag at twelve o'clock Monday night at the head of Cumberland island and sunk in fifteen feet of water. She belongs to the Cincinnati and Nashville Packet Company, and was owned at Cincinnati.

—The election for Director City Infirmary of Cincinnati occurred yesterday. There was very little interest manifested, only about five thousand votes being polled. The returns from all the wards but one indicate the election of Henry Zapf, Republican, over Richard H. Greer, Democrat, by about one hundred majority.

—A suit for divorce is before the Supreme Court of Boston, brought by Mrs. Lewis against her husband, Dr. Lewis, on the allegation of adultery with Mrs. Sarah Bernard of Corinna Lewis, who was abducted some months ago by her father and subsequently returned to the mother by order of the New York courts.

Mr. WASHBURN, of Wisconsin, favored generally the bill, ascribing the decrease of American shipping principally to the unfriendliness of England during the war, and giving notice to the lobby that no schemes of subsidies would pass this Congress. He believed the duty could be removed from ship-building materials without injury to American interests, and if the interest of American shipping could be promoted by a system of discriminating duties, he would say abrogate at once your commercial treaties and discriminate in favor of American bottoms.

The bill went over till to-morrow.

Mr. JILLAN asked leave to present two petitions against Stephen J. Field, Justice of the Supreme Court of United States, and Ogden Hoffman, Judge *de facto* of the United States for the District of California, and praying articles of impeachment be presented against them.

Mr. BANKS objected.

Mr. JULIAN thereupon presented them under the rule, and had them referred to the Judiciary Committee.

Mr. BOOTH introduced a bill incorporating the Texas Pacific Railroad Company, and granting land thereto. Referred.

The Naval Appropriation bill was taken up in Committee of the Whole, and discussed by Messrs. Hale, Morgan and others.

Mr. MORGAN condemned the Department for having, in violation of law, paid to officers of the navy thirty-three and one-third per cent., or $370,000, in addition to the legal pay.

Mr. SCOFIELD contended it was strictly in accordance with law.

Mr. MORGAN continued to denounce the extravagance of the Department, and was followed by Messrs. FERRY, HALE and COX on the same side.

Mr. SARGENT defended the Department.

At half past four a recess was taken.

Evening Session.—The Committee of the whole resumed the consideration of the naval bill.

Mr. ARCHER defended the Navy Department from charges of extravagance.

Mr. DAWES attacked the Department for its antagonism to the law-making power and said that for the last ten years, excluding those of war, the average appropriation for the navy was less by $2,000,000 than appropriated in this bill, and yet the Department wanted $10,000,000 more. The complaint that law-making power had a right to make against the Navy Department was, that with the money furnished the navy was in the bad condition described. Why was it that the United States navy cost three or four times per man as much as the navy of Great Britain?

Mr. HALE asked whether everything did not cost two or three times as much in the United States as in Great Britain?

Mr. DAWES went on to say that the United States navy, which consisted of only eight thousand five hundred men, cost $25,305,671, while the estimate for the British navy last year, which consisted of sixty-three thousand men, was only $48,000,000. Every vessel in the United States navy cost an average annually

SECOND EDITION.

FOUR O'CLOCK.

NEWS BY CABLE.

The Yacht Controversy—Heroism of the English Victims of Greek Brigands—Theatrical Fund Dinner in London—Women Ineligible as Parish Guardians—The New French Ministry—Arrangements for the Declaration of the Plebiscitum—Espartero Declines the Spanish Kingship—Civil Marriages Legalized in Spain—Christopher Columbus to be Canonized at Rome—Insurrection in Italy Suppressed.

[By Telegraph to the Pittsburgh Gazette.]

GREAT BRITAIN.

LONDON, May 17.—The controversy between Ashbury and the umpires in regard to the second race is generally thought to be unfavorable to the former. It is considered that he has no warrant for resisting the decision of the umpires and referee after starting for the race. The wind at the time of starting was blowing about a half gale. The Sappho, Dauntless and Guinevere were the only vessels which ventured outside and proved their seaworthiness. It was shown that American vessels are able to sail in the roughest weather on the channel. Mr. Douglas telegraphs that the Sappho, having been thrice directed to go around Cherbourg breakwater, did so. "I claim the cup." To this Ashbury protests.

Touching accounts have been received of the heroism displayed by the victims of the Greek massacre. Their official publication has been ordered.

Mr. Viner, who was killed by the knives of the brigands, wrote just previous to his assassination to his friend Lord Manchester: Our position is beyond hope; let us trust to God and die bravely at Englishmen. Pray for your affectionate friend. Send us a Bible if possible.

A theatrical fund dinner was given at St. James' Hall last evening. The Prince of Wales presided. Among the distinguished guests present were the Duke of Sutherland, Lord Carington, Lord Lecon, Nawaub, of Bengal, and others. It was understood that Charles Dickens was to be the orator of the evening, but he was obliged to be absent. The Prince of Wales, in his speech, paid a high tribute to the theatrical profession, and closed by urging the claims of the charitable object of the meeting. John Baldwin Buckstone and Dion Boucicault followed with humorous speeches. The meeting did not adjourn till a late hour.

The Poor Law Board rules that women cannot lawfully achieve parish guardians, and that consequently the election of Miss Garrett to that office in the parish of Bethnal Green.

In the House of Commons to-night Mr. Monsell stated that Government had received from New Zealand, which waited on the government there, were urgently necessary that the troops be retained in the colony, but obtained authority in the Government to act unusually for five years, to be used to promote immigration and improve internal communication.

In the House of Lords many petitions were received for and against the law forbidding marriage with deceased wife's sister.

FRANCE.

PARIS, May 17.—The French Government has officially notified Greece that if the Brigands capture Frenchmen Greece shall pay the ransom.

Lieutenant Colonel Robert Farnum, a brilliant soldier in the Federal army during the late war, died in New York on Monday.

The entire business part of Henderson, N. C., was destroyed by fire yesterday morning. Loss, $50,000; small insurance.

Hiram Ashley, a prominent citizen of Newark, N. J., has disappeared, and is said to be a defaulter to the amount of $16,000.

Sigismund Schraffel was yesterday sentenced at Jersey City to twenty years imprisonment and the payment of the costs of the prosecution, for the murder of his wife.

Richard & Hunt's planing mill and lumber yard, adjoining, in Chicago, were damaged to the extent of twenty thousand dollars, fully insured.

A fire at Oshkosh, Wisconsin, yesterday, burned S. Irvine & Co.'s flouring mill, and Jenkins & Co's. planing mill. Loss of the former $20,000, of the latter $30,000; partially insured.

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