

crow of the Hatteras prisoners of war over to Jamaica, where they were paroled.

A very suggestive question at this point offers itself. Will Congress allow three, two or even one cruising ship for our Navy to be built of that material when they know "entirely sheets" can be blown off in so short a space of time that the officers and crew may have to scramble for their lives under similar circumstances?

Just before the Hatteras came up with her adversary the commanding officer says:—"I steamed directly for the Alabama; but she was enabled by her great speed and the foulness of the bottom of the Hatteras, and consequently her diminished speed, to thwart my attempt to board when I had gained a distance of thirty yards from her."

From this we discover another great drawback to the introduction of iron cruising vessels into the navy, and that is the fouling of their bottoms. Ask the agents of any of the lines of steamers that come to this port in reference to the frequency of docking iron steamers, and you will learn that they must be docked at least once in six months, and often at the expiration of each round trip, for the purpose of cleaning their bottoms. Most of these companies own their own docks, and the expense is not much; but until we take possession of the floating dock in the harbor of Havana we are not aware that the United States has a shadow of a claim to any dry dock without its limits.

Let us glance at the expense of one of the Secretary's proposed new iron cruisers in a trip around the world. She is docked in New York, and one month afterwards starts on her voyage. Say two months on the voyage to Rio Janeiro; and here she must be docked to clean and paint her bottom, else she will not sail four knots. Again she sails for China, via the Cape of Good Hope. A month in Chinese waters, and again she must be docked, as it will cost more in time or fuel to drive her through the water with a foul bottom than the cost of docking, and, of course, it must be done. From China to San Francisco, say forty days, and again she needs docking; but it must be put off until she rounds Cape Horn and Rio Janeiro is reached. Here again she is docked, and then—this iron ship that has kissed every dock she could get into—she comes home. This is the least that can be done in the way of docking in an ordinary three years' cruise; and when these items of expense are calculated one could nearly build a new ship for the cost of dockage. Here we have a ship whose whole sheets can be blown off by ordinary projectiles of thirty-two pounder or eight-inch calibre in a very short space of time, and where the expense of keeping her clean for three years would nearly duplicate her. Compare that with the old oak bottom, covered with good sheet copper, that comes home after her long cruise with spinning speed and her bottom as clean as a good housewife's best preserve kettle.

We venture to assert that had the vessel been of sound live oak she would be bearing our flag now, with credit to the Navy and the country; besides, we would not have suffered the mortification of defeat by a Confederate cruiser. How different when the Kearse, a wooden ship, met the Alabama!

PERSONAL INTELLIGENCE.  
Extra Cornell, of Ithaca, is stopping at the Astor House.  
Orville Grant, of Chicago, is at the Sturtevant House.  
Judge A. E. Suffer, of Haverstraw, is at the St. Nicholas Hotel.  
Our "January thaw" seems to have been worked by a Norwegian Thor.  
Ex-Assemblyman Smith M. Weed, of Plattsburg, is at the Fifth Avenue Hotel.  
Mrs. Ossian E. Dodge sues for a divorce and \$50,000 alimony in a St. Paul Court.  
Ex-Congressman James F. Wilson, of Iowa, yesterday arrived at the St. Nicholas Hotel.  
Colonel E. J. Loomis, Sergeant-at-Arms of the State Senate, is at the St. Nicholas Hotel.  
Mr. Gladstone entered his sixty-third year on the 15th inst.  
Ex-Governor Curtin, of Pennsylvania, arrived at the Brevoort House, from Philadelphia, last night.  
Senator Nye (not William) is named for the mission to China. Ah Shin is not mentioned as an attendant.  
Preparations are being made in Savannah to give Wade Hampton an ovation on the 20th inst., when he is to deliver an address on Robert E. Lee. The Pope's late allocution, as published, is reported in Rome to have been garbled by the official translators, who cut out or rewrote the bitterest and most trenchant phrases.  
Judge Piesant M. Yell, charged with political fraud and intimidation in Texas, has been acquitted amid a yell of delight among his followers, and a pleasant "smile" all round with the jury.  
Since the clergy have held special prayers for the benefit of the press the Chicago Times suggests that editors unite in supplication for the diffusion of intelligence and morality among the clergy.  
Down East papers assert that "Boggs" has received the democratic nomination for United States Senator from Missouri. This is literally taking a man's name in vain without a "Y" or a wherefore."

Governor Oglesby's friends aver that he did not say that the "people of Illinois want no more leaders" in the United States Senate, but that he said they want "no leader" in the Senate. For taste and elegance it would be difficult to decide which phrase is entitled to the preference.  
Crown Prince Rudolph, with other names enough for a moderate paragraph, heir-apparent of his father Emperor Francis Joseph of Austria, and titular Prince of Hungary, a lad of fourteen, was examined just before Christmas in Hungarian history, in presence of His Majesty, acquitting himself with high credit.  
Jose Martins Coutinho, of Cape Rio, in the province of Rio Janeiro, Brazil, is, according to the census report, almost one hundred and seventy-nine years, having been born at Soaquema May 20, 1694. His mental faculties are perfect, though he is stiff in the knees. He remembers the notable facts of the reigns of Dom John V., Dom Jose and Donna Maria I. He has forty-two children by six wives, and can count 123 grandchildren, eighty-six great-grandchildren, twenty-three great-great-grandchildren and twenty children of the last. Champion old man!

A NEW RAILROAD ACROSS THE STATE OF MAINE.  
ATLANTA, Me., Jan. 15, 1873.  
At an informal meeting of the Railroad Committee of the Maine Legislature this afternoon it was decided that the petition of John D. Hayden and others for a charter to build a line of railroad from Portland to Bath, Me. The road is to be built by an association of New York and Boston capitalists, represented by Mr. Charles E. Fuller, a prominent banker in the latter city, connecting with the Knox and Lincoln Railroad at Bath, via that road to Rockland, and thence up the northern coast of the Penobscot River to Bangor; also the eastern terminus of the Maine Central Railroad. The proposed line will form an important method of transportation across the State of Maine. Funds have already been assured sufficient to build the needed links of the road, and this fact, together with the fact that the Maine Central is the best equipped of any to procure speedy and rail covenance from Halifax to Bangor.

NEW ORLEANS.  
A Successor to Kellogg in the United States Senate for the Short Term—War-moth Still Ahead in the "People's Legislature."  
NEW ORLEANS, La., Jan. 15, 1873.  
In the Kellogg Legislature to-day Mr. John Ray was unanimously elected United States Senator, to fill the term made vacant by the resignation of Mr. Kellogg. It is understood that he left for Washington this afternoon.  
The People's Legislature, in joint session, took a ballot for United States Senator, long term, with the following result:—War-moth, 20; MacDonnell, 14; Russell, 12; Tilden, 11. Total, 56. There was no election, and the Legislature will ballot again to-morrow.

THE WEATHER.  
The weather throughout England to-day is fair.

RUSSIA.  
Conflagration in a Theatre in Odessa.  
ODSSA, Jan. 15, 1873.  
The town theatre in this city was destroyed by fire last night. No lives were lost.

ITALY.  
THE WEATHER.  
The weather throughout England to-day is fair.

BRAZIL.  
LISBON, Jan. 15, 1873.  
The mail steamer from Rio Janeiro, with advices to the 24th of December, has arrived here. There had been bloody election riots in the city of Parana, and several persons were killed.

THE PENINSULA OF SAMANA CEDED.  
VALUABLE LAND GRANTS AND OTHER REMARKABLE FRANCHISES.  
THE COMPANY TO HAVE A STANDING ARMY AND POLICE.  
MAY LEVY TAXES UPON PERSONAL AND REAL ESTATE.  
ITS COLONISTS EXEMPT FROM ALLEGIANCE TO ST. DOMINGO—THEY MAY LEVY IMPORT OR EXPORT DUES, BUILD VESSELS, CARRY THEIR OWN FLAG AND DO OTHER IMPORTANT AND STARTLING THINGS.

### THE STEAMSHIP ERIE.

#### Fire on Board and the Vessel Seen in Flames at Sea.

#### REPORT OF THE BRIG SUSAN E. VOORHIES.

#### Five Boats Filled with People Off from the Wreck.

#### ALL HANDS SAVED.

#### WHAT REMAINED OF THE WRECK

#### Bound from Rio Janeiro for New York.

#### Description of the Erie and Her Destination for Trade.

The following special despatch to the HERALD has been received from our correspondent at St. Thomas:—

TELEGRAM TO THE NEW YORK HERALD.  
ST. THOMAS, Jan. 15, 1873.

The brig Susan E. Voorhies, Captain Fulford, which sailed from Buenos Ayres on the 15th of November, and has just arrived at Barbados, reports having seen the steamship Erie, Captain Tinklepaugh, on fire and burning on the 2d instant, at a spot ninety miles north of Pernambuco.

OFF IN THE BOATS AND ABOARD.  
Five boats filled with people had put away from the fiery ship and were making for shore. The steamship was aground when at a distance of twelve miles off.

REMAINS OF THE WRECK.  
The funnels of the Erie, with some of the supporting rods, were remaining.

ALL HANDS SAVED.  
It is stated that all hands, passengers and crew, were saved.

THE STEAMSHIP—HER DESTINATION, COMMAND AND DIMENSIONS.

The steamship Erie sailed from New York on the 23d of November, under command of Captain Tinklepaugh. She arrived at Barbados on the 3d of December and sailed on the same day for Rio Janeiro. For the return trip her regular day of departure from Rio Janeiro was the 26th of December, to arrive at St. Thomas on the 14th of January, and due at New York on the 20th of the same month.

The Erie was owned by the United States and Brazil Mail Steamship Company, and was employed by the management in trading, with other vessels of the same line, between New York, St. Thomas, Para, Pernambuco, Bahia and Rio Janeiro. She was built of iron, 2,900 tons burden, had three decks and was classed A1 on the American Marine register. Her woodwork was of oak, fastened with iron and copper. She was built at Newburyport, in 1867, and newly metalled in August, 1871. She belonged to the port of New York and was consigned to W. R. Garrison. The vessel was 325 feet in length, 44 feet in breadth and had a depth of 29 feet.

### ENGLAND.

#### Discount in Open Market—Money Rates on 'Change and at the Bank—Sad News from the Sea—A Russian Count at Court.

LONDON, Jan. 15, 1873.  
The city financial report, dated at five o'clock in the evening to-day, read as follows:—"The rate of discount for three months' bills in the open market is 5-16 per cent below the Bank of England rate."

RUSSIAN ARISTOCRACY AT COURT.  
Count Schouvaloff, who arrived in this city several days ago from St. Petersburg, was presented to Her Majesty Queen Victoria yesterday.

### RUSSIA.

#### Conflagration in a Theatre in Odessa.

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### BRAZIL.

### A FREE STATE IN THE TROPICS.

#### President Grant's Scheme Carried Out by Private Capital.

#### Treaty Signed Between the Dominican Government and the Samana Bay Company.

#### THE PENINSULA OF SAMANA CEDED.

#### VALUABLE LAND GRANTS AND OTHER REMARKABLE FRANCHISES.

#### THE COMPANY TO HAVE A STANDING ARMY AND POLICE.

#### MAY LEVY TAXES UPON PERSONAL AND REAL ESTATE.

#### ITS COLONISTS EXEMPT FROM ALLEGIANCE TO ST. DOMINGO—THEY MAY LEVY IMPORT OR EXPORT DUES, BUILD VESSELS, CARRY THEIR OWN FLAG AND DO OTHER IMPORTANT AND STARTLING THINGS.

A cable despatch was yesterday received by Rowland E. Hazard, Jr., Secretary of the Samana Bay Company, from the Commissioners sent out to the Republic of St. Domingo to negotiate a treaty for the acquisition by the company of a large portion of the island, announcing the completion of the treaty which the sanguine authors of the movement claim will virtually establish

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#### French Definition of the Diplomatic Relations to the Vatican.

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### JAPAN AND CHINA.

#### The War Attitude Towards Corea and the Supremacy of the Church Maintained in Japan.

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### JAPAN AND CHINA.

### SPAIN.

#### Parliamentary Reassemblage and the Subject of Slavery.

#### No Official Correspondence with the Washington Cabinet—Secretary Fish's Diplomacy—Is There a Note?

#### TELEGRAMS TO THE NEW YORK HERALD.

MADRID, Jan. 15, 1873.  
The Spanish Cortes reassembled in session to-day.

In the Congress, or lower branch, Señor Sala inquired of the government whether it was true that notes had passed between the government of Spain and the United States on the subject of slavery.

Señor Zorilla, the President of the Council, in reply to the question of Señor Sala, said he was glad to have the opportunity to make a parliamentary denial of such an assertion, and formally declared that no communications had been exchanged between the governments of Madrid and Washington on the subject of slavery.

He further stated that he had instructed the Spanish Ambassadors to the various Powers to deny that the Spanish government had received any notes from Secretary Fish upon this question.

The government was aware of the existence of a note from any foreign government on the subject of slavery in Cuba. If Secretary Fish had sent a note of such character to Minister Siskies, the latter had not communicated it to the government of Spain. The Spanish government, obeying its own conscience, had presented the bill in the Cortes for the emancipation of slaves in Porto Rico, and no foreign pressure whatever had been brought to bear in the matter.

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### JAPAN AND CHINA.

### INSURGENT CUBA.

#### Successful Landing of Arms and Munitions of War.

#### EXPLOITS OF THE EDGAR STUART.

#### Messengers Enter the Camps of the Patriots.

#### The Cargo Landed at Ports Lino and Quao.

#### ESCAPE FROM A SPANISH GUNBOAT.

#### Return of the Cruiser and Her "Passengers."

KEY WEST, Fla., Jan. 15, 1873.  
The steamer Edgar Stuart arrived here on the 15th inst. She is under command of Captain Randolph Somers, formerly of the United States navy, which service he left in 1863, since which time he has been in the service of the Cubans, and is pretty well known as having made some seven or eight successful landings of arms, &c., on the Cuban coast. His property on the island of Cuba is said to have been confiscated by the Spanish government in 1870, but the Captain says he has never to his knowledge owned any property on that island.

#### DEPARTURE FROM ASPINWALL.

He left New York for Aspinwall on the 11th of December, with part of a crew for the Edgar Stuart, and arrived at Aspinwall on the 19th, expecting to find the Stuart in condition to leave on the 20th. Such not being the case, he left on the 25th of December and arrived off the coast of Cuba on the 28th.

#### COMMUNICATES WITH THE PATRIOTS.

He touched at a place known to him as Port Lino and sent messengers into the interior to the Cuban chiefs, to inform them that the steamer would be back in three or four days and to have a force there to receive the arms and ammunition; also to send a force for the same purpose to a place known as Port Quao.

#### LANDING THE CARGO.

The steamer then proceeded to the northeast coast, and on the 1st of January arrived at Port Quao, a small Cuban hamlet on the coast, where parties were ready to receive the arms and ammunition. Half the cargo was landed here on the 1st inst., and all moved into the country at once. The same day the steamer proceeded back to Port Lino, arriving there on the 2d inst. The parties here were also ready to receive the balance of the cargo, and it was discharged the same day.

#### A SPANISH GUNBOAT IN SIGHT.

Then coasting along the south coast on leaving Port Lino a Spanish gunboat was sighted at a distance of about ten miles; but as the gunboat did not interfere or give chase, to the Captain's knowledge, he did not trouble himself with her. This is the only war vessel he met from Cape Mercy to Cape San Antonio, although coasting within five or six miles of the land.

#### THE STEAMER'S MACHINERY BREAKS DOWN.

He left Port Lino on the 2d instant. At about eleven miles off of San Antonio the machinery of the Stuart broke down. The vessel was put under canvas, and with great difficulty she got off the Cuban coast, as the wind was blowing a gale from the northwest. She reached Key West under sail and is now coaling here.

#### PASSENGERS EACH WAY.