viduals should be allowed to pummel themselves to their hearts' content, but whether a dozen or more lives should be sacrificed in order to clear the ring of the evidently triumphant party. In this effort the weaker side (so far as muscle and stamina were concerned), aided by revolvers, knives and bludgeons, prevailed, and the expectant victors were forced to retreat. But for the particulars of this brutal violation of the public peace we refer the reader to the graphic account given in Thursday's HERALD. Now, even away out West, away down East, away on Long Island, and even away in Canada, the authorities have either been able to stop or have made an attempt to stop outrages of this kind; and yet it seems that in the great Commonwealth of Pennsylvania, within hailing distance of one of its most populous boroughs, they are permitted to occur without let or hindrance from the officials, while the ruffians of the neighborhood boldly threaten death (with means in hand to execute the threat, too,) to all who oppose them. The Sheriff of Luzerne county should be called to account for these riotous and unlawful demonstrations, otherwise Pennsylvania may in reality become the "prize fighters' paradise" and the asylum of ruffians in general.

SYMPATHY FOR CASTELAR is a feeble pretext of our cowardly State Department and weak-kneed public men at the present crisis. Is there no sympathy for the brave Cubans who have been fighting five years to establish independent republican institutions on American soil? Any one with ordinary common sense must see that republicanism in America concerns us much more than the mongrel sort of republicanism they have or are likely to have in Spain.

PERSONAL INTELLIGENCE.

Captain Mickleburgh, of the British Army, is staying at the Everett House.

Chief Engineer King, United States Navy, is quartered at the Albemarle Hotel.

United States Senator S. W. Dorsey, of Arkansas, is staying at the St. Nicholas Hotel.

Lieutenant Colonel Ommanny, of the British Army, is registered at the Fifth Avenue Hotel.

Rear Admiral Davis, United States Navy, arrived at the Brevoort House yesterday from Washington.

William S. Groesbeck, the eminent lawyer, of Cincinnati, yesterday arrived at the Fifth Avenue Hotel.

Congressman Thomas C. Platt, of Owego, N. Y., is among the recent arrivals at the St. Nicholas Hotel.

General Albert J. Myer, Chief of the United States Signal Service, yesterday arrived at the Fifth Avenue Hotel.

One of the foremost lawyers in Central Missouri has just entered a state of perfect bliss by marrying the belle of Booneville.

Lieutenant Governor S. L. Tilley, of the Province of New Brunswick, has tabooed wine in the Government House. Wine not.

The California branch of the Woman's Centennial Commission has been organized in San Francisco with Mrs. Frederick McCrellish as President.

Professor Benjamin Peirce, of the Coast Survey, has found a safe harbor at the Brevoort House, where he arrived yesterday from Washington.

Mrs. Lucy Langdon Newell, of Alfred, Me., born in 1776, and who was expected to figure in the Philadelphia celebration as a centennialist, died a few days ago.

Mrs. J. R. Hawkins, of Syracuse, attempted suicide by taking strychnine. Remedies were applied and she recovered, so she only, strychnively peaking, made an ate of it.

The editor of the Madison (Wis.) *Democrat* having just married the daughter of the Governor elect, Taylor—hayseed democrat—the *Democrat* will become the official organ of the State.

James Kelley, confined in Auburn State Prison for horse stealing, has confessed to the murder, with two accomplices—James Patterson and John Ears—of James H. Gibson, in Gowanda, this State, in July last.

Some of the Western papers are trying to make small fry out of the late Captain Fry, of the Virginius, for alleged cruelty to Union soldiers during the late war. Nevertheless, his last words show him to have been a true and noble-hearted man.

Colonel W. H. Heiss, late Superintendent of the Havana and Florida cable lines, was presented in Havana before retiring with an elegant cane, composed of fifty distinct specimens of native wood grown on the island of Cuba. For a comparative small area Cuba must be considerable of a "wooden country."

OBITUARY.

General Alfred Dockery.

From North Carolina we have news of the death of General Alfred Dockery, who expired at his residence in Richmond county. General Dockery was previous to the war one of the representative men of North Carolina. He was born on the 11th of December, 1797, and, therefore, lacked but one week of being 76 years old at the time of his death. He first entered public life as a member of the House from Richmond county in 1822, and was elected to the Senate in 1836, serving continuously until 1844. In 1845 he was elected a member of Congress, and served one term, when he declined a renomination, but was again elected in 1851. He was once the candidate of the old whig party for Governor of the State, and was defeated by Governor Bragg in a very close contest by only 2,085 votes. Not long after the close of the war General Dockery espoused the tenets of the republican party.

DESPERADOES EXTERMINATED.

ST. LOUIS, Dec. 6, 1873.

The *Evening Dispatch* has a letter from Sulphur Rock, Ark., which says a party of six desperadoes made a raid along the White River on November 26, robbing settlers of horses, money, jewelry, &c. On their return trip they crossed the river at Maguire's Ferry, and when about a half-mile below the ferry were fired upon from ambush by a party of citizens, and Fortinnson, their leader, and two others were killed. Another of the robbers was mortally wounded, and the remaining two slightly. The citizens made preparations to hang the two latter, but, being prevailed upon, finally concluded to allow the law to take its course.

THE COAL MINERS' STRIKE.

POTTSVILLE, Pa., Dec. 6, 1873.

The situation throughout the Schuylkill regions remains unchanged, the strikers and train men being very firm and determined. The railroad company will not yield, continuing in force the 10 per cent reduction.

A report is current here to-day that no more coal will be brought over Mahanoy planes to be shipped via Palo Alto to Pottsville, but it will be taken over the Gordon planes and shipped via the Minersville and Cressona route. Orders have already been issued to draw the fires of the Mahanoy plane stationary engines.

CARPET WEAVERS ON STRIKE.

PHILADELPHIA, Dec. 6, 1873.

The ingrain carpet weavers held a large meeting last evening and expressed a determination to obtain full prices or quit work.

THE ABSCONDING TRUSTEE OF MEMPHIS.

MEMPHIS, Dec. 6, 1873.

The County Attorney has enjoined the Bank of Commerce from using some $8,000 worth of county warrants hypothecated by Woodward, the absconding trustee. The amount of uncancelled warrants put up by Woodward as collaterals, which have been registered, amount to $55,000, which is probably not more than half the amount of his defalcation

HUDSON RIVER NAVIGATION.

NEWBURG, Dec. 6, 1873.

The break up in the upper Hudson has sent down with the ebb tide enormous masses of ice, which, floating about the bay to-day, have given the boatmen considerable trouble. The close of navigation has caused the stoppage of coal shipments to this point. The regular coal trains were laid off last night for the season, and will hereafter run to Weehawken. A large number of laborers are thrown out of work.

SPAIN.

The Siege of Cartagena and Sortie by the Besieged—Change in the Government Command.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, Dec. 6, 1873.

The government batteries keep up a steady fire on Cartagena.

The insurgents are reported to be in good spirits. They made a sortie from the city yesterday.

General Caballos has been relieved of the command of the besieging force and General Zavala appointed his successor.

BAZAINE.

The Prosecution Argument Closed—Degradation and Death Demanded.

TELEGRAM TO THE NEW YORK HERALD.

VERSAILLES, Dec. 6, 1873.

In the Bazaine court martial to-day M. Pourcet brought his argument for the prosecution to a close.

He demanded first the degradation of the accused, and afterwards his execution.

BOUCICAULT'S "ASTRAY."

A Queer Legitimate Comedy.

Mr. Dion Boucicault's new drama, "Led Astray," was produced at the Union Square Theatre last evening, with a cast including Miss Eytinge, Miss Claxton, Miss Weathersby, Miss Mestayer, Mrs. Wilkins, and Messrs. Thorne, Rankin, Robson, Montgomery and Burroughs. All the artists were well up in the parts, but, with the exception of Miss Eytinge, they played as if the piece was a burlesque and the morals of the audience were worse than those of the play. Perhaps the dramatist is not at all to blame for this in the abstract, but as it was whispered in the audience during the first act—an exceedingly stupid one—that Mr. Boucicault was to be called before the curtain; and as this was the result, without justification of any kind, when the curtain fell upon the third, it is not to be assumed that the company failed to receive the benefit of his suggestions. In thus answering a call which was far from being general the dramatist fathers the very remarkable opinion of his merits set forth in the playbill by the managers of this theatre. The manifesto is as follows:—

During the last quarter of a century English dramatic literature has been represented by one individual. If we turn to the highest class of work, on searching its records we find that there are but two or three plays that have held the stage—"London Assurance," "Old Heads and Young Hearts" and "Louis the Eleventh." These were written by Mr. Boucicault. If we descend into the wide region of melodrama he nearly monopolizes the ground. We seek in vain for any other figure. The journalists of the day affect to ignore, or perhaps it would be more just to say to decry, him; but whatever rank he may hereafter assume among the magnates of English dramatic literature we have one fact clearly established, he is its only representative during one quarter of a century. During that time his works alone have survived to the present hour. The play entitled "Led Astray," produced at the Union Square Theatre, is the first legitimate comedy he has written in many years past. It is now put forward by him with the publicly avowed intention of testing the taste of the day. He is about to submit to the American public, and subsequently to the London audiences, a series of legitimate high class comedies, to ascertain if there be any truth in the loud assurances frequently expressed by the press that a better kind of dramatic literature would be acceptable. No one but the author of "London Assurance" is, perhaps, capable of settling the question by practical experiment. We believe Mr. Boucicault has written three comedies, one of which he presented to Mr. Daly, the second to Mr. Wallack and the third to the management of this theatre. The last was first in the field. "Led Astray" is in Mr. Boucicault's best vein, full of elegance and sparkling with wit. The subject is simple, and appeals in the broadest manner to our sympathies. A young romantic girl, with exaggerated ideas of life, is married to the man she loves with all the wild illusions of a school girl. She wearies his affection with her exactions, and her claim to monopolize his whole existence. Disappointed, and with a wounded heart, she is tempted to go "Astray." The incidents that lead to mislead her, the traps and pitfalls that tend to cause her fall form the plot of this interesting drama, the catastrophe of which is one of the most admirable ever invented, the principal characters have fallen into adequate hands.

The claims set forth in this are not only astonishing—they are astounding. There need be no question that Mr. Boucicault has written some sparkling comedies. For these we honor him. As an actor he is worthy of honor also, for his Kerry is the finest Irish impersonation ever seen on the stage. But that he should base upon these a baseless claim that his "Astray" is of the same order as his "Old Heads and Young Hearts," is simply to suppose that all the world but he are dolts and fools. "Astray" is simply a comedy of the worst French type, not well enough done to be enticing. It may well be doubted whether it is even original. The dialogue is stupid; and in every respect—in conception, in plot, in characters and in situations it is commonplace. In the selections of the subject matter of a dramatic representation we would allow the widest latitude, but as Mr. Boucicault just now pretends to be an apostle of purity in these matters it is shocking that he should be the first dramatist of the season to present the "adulterous drama," seeking perhaps to justify his "Astray" by holding her over the precipice, but not letting her fall entirely. And it is preposterous that he should call this one of "a series of legitimate high class comedies" "put forward by him with the publicly avowed intention of testing the taste of the day" and "to ascertain if there be any truth in the loud assurances frequently expressed by the press that a better kind of dramatic literature would be acceptable." Mr. Boucicault declares that the journalists of the day affect to ignore or rather decry him. If he classes "Astray" among his "legitimate high-class comedies," let his own evil works condemn him.

THE PENNSYLVANIA CONSTITUTIONAL ELECTION.

PHILADELPHIA, Dec. 6, 1873.

The special commissioners of election have suspended operations in consequence of the injunction. Their expenses in making the canvass of the city, amounting to $10,000, will be paid, it is supposed, from the balance of the appropriation made by the State.

Action of the Constitutional Convention.

HARRISBURG, Pa., Dec. 6, 1873.

The Executive Committee of the Constitutional Convention assembled at the Lochiel Hotel here this evening. It appearing that the decision of the Supreme Court in the injunction case in Philadelphia related only to the mode of conducting elections in that city without affecting elections in any way in other parts of the State, it was determined that a brief address to the people be forthwith prepared and published, stating the situation and invoking a full attendance of electors at the polls on the 16th inst., the day on which the election is to be held throughout the State.

The election in Philadelphia will, of course, be held by the regular election officers on the same day.

DISASTER ON LAKE HURON.

Sinking of the Propeller City of Detroit, and Probable Loss of Twenty Lives.

PORT ELGIN, Ont., Dec. 6, 1873.

Captain M. Barrett, of the barge Guiding Star, with a crew of seven men, arrived here this afternoon in a yawl boat. Their feet were badly frozen. They left the barge about nine miles out in a disabled condition. She was laden with 24,000 bushels of wheat from Milwaukee for Sarnia, and was in tow of the propeller City of Detroit, which was laden with 8,000 bushels of wheat, the balance of her cargo being rolling freight. A gale struck them at half-past three o'clock this morning, when they cut the barge loose, and about seven o'clock A. M. the City of Detroit sunk in Saginaw Bay. Captain Barrett saw three of the crew of the propeller in a yawl, and one man was seen in another boat. It is feared that the rest of the crew went down with the propeller. They had about 20 men on board.

FATE OF THE STEAMER PICTOU.

HALIFAX, N. S., Dec. 6, 1873.

Captain Proctor, who returned to Pictou from the Magdalen Islands last Saturday, reports that on the night of the 18th ult. a great light was seen on the coast, which is supposed to have proceeded from a vessel on fire at sea. On hearing this report many have concluded that the missing steamer Pictou has been burned and all on board perished, as no boats could possibly live on such a night. This report, coupled with one from Fairfield, Prince Edward Island, of a vessel having been seen on fire off that part of the island on the same night, would seem to confirm the supposition as to the fate of the steamer.

SAD DROWNING CASUALITY.

SCHUYLKILL HAVEN, Pa., Dec. 6, 1873.

This afternoon a sad accident occurred at Westwood Junction, on the Mine Hill and Schuylkill Haven Railroad, about six miles from this place. Five boys were skating on a pond adjacent to the railroad when the ice gave away, and the whole party sunk into the water. Just about this time Engine No. 115, with 150 coal cars, was passing. The crew saw the accident and by superhuman exertions stopped the train and went to their rescue. They succeeded in saving two of the boys from drowning, but the other three were dead when taken out.

THE WAR CLOUD.

CONTINUED FROM FIFTH PAGE.

to those on board the frigate assembled about the gate and there remained for hours, until they became convinced that there was no hope of indulging their fond wishes. There were a few, however, ladies and gentlemen, who had friends among the superior officers, who were held as an exception to the proscribed outsiders, and these were looked upon with envy by the less fortunate applicants for admission. On the dock all was bustle and hurry. The white steam from the pipes of the Colorado was commingling with the atmosphere. Officers were giving orders, and men were executing them with alacrity. A few extra stores were taken on, and the noble ship drew 21½ feet of water forward and about 22½ aft. Her guns peered menacingly from her ports, and Spanish and American naval officers commingled and conversed on the momentous occasion in friendly terms. There certainly was a mental reserve, however, underlying all this external evidence of courtesy, which could not fail to impress the close observer. The Colorado was unable to leave in the forenoon, and consequently had to await flood tide, 11 o'clock last night, at which hour she left her moorings for the buoy off the Battery. She will take on her powder to-day, and will sail direct for Cuban waters on Monday morning.

LOSS OF A COAL-LADEN BARGE.

A serious and untoward accident occurred at the yard at a quarter past two yesterday morning, which will, unfortunately, delay the departure of the Arapiles, Spanish iron-clad, a week or ten days longer. It appears that the iron turreted ship Roanoke, while being moved down to the Long Dock, collided with the coal barge Upland, laden with 300 tons of coal, causing the latter to fill and sink immediately across the mouth of the Dry Dock. It is supposed the boat broke her back, and the tide will wash the coal, which can only be raised by dredging. The Spaniards deeply regret this accident, as it necessarily delays their departure at the present critical juncture.

RECRUITING

is progressing briskly at Buffalo, Detroit, Chicago, Burlington, New York and Erie. Excellent seamen and machinists are obtained from the lakes, the season being now closed in those waters. Yesterday 60 men reached the

RECEIVING SHIP VERMONT,

from the United States steamer Michigan, at Erie, Pa. There are now 460 men on the receiving ship, and recruits are coming in at the rate of 40 per day. Her accommodations are ample, she having had at one time during the war 1,500 men on board.

The following is a list of officers attached to the Vermont:—

Captain—Z. W. Low.
Lieutenants—C. A. Schetky, Charles H. Judd and W. H. Mager.
Mates—Charles Gainsford, Henry Setley, Alexander McIntosh and Lawrence Gallagher.
Surgeon—Ed. Kershner.
Paymaster—James E. Tolfree.
Chaplain—H. B. Hibbin.
Captain's Clerk—Henry L. Peck.
Pay Clerk—Levi L. Brigham.
Boatswain—Herman Peters.

ABOUT THE MISSING KANSAS.

The writer yesterday conversed with an officer concerning the probable cause of the delay of hearing from the sloop-of-war Kansas, which left this port on the 14th of November with a crew of about 178 officers and men, and has not since been heard of. The officer said:—"I have nothing to say about the Kansas, beyond endorsing the expressions in regard to the safety of the vessel, which have been given utterance to by other officers and published in the HERALD. I see no real cause of alarm in our not hearing from her. She is a stanch, seaworthy vessel, as far as I learn, and was well officered and manned. Speed is not so much an object with war vessels, and she may be making a slow passage to Santiago de Cuba, or she might have injured her machinery in some manner and have put into Nassau for repairs. I am not certain as to whether there is a dry dock at Nassau, as it is several years since I was there. It may be that she reached some of the West India Islands just after the departure of the mail steamer, which would prevent our hearing of her until the next steamer left. I have no fear as to her safety.

THE MONITOR MANHATTAN.

A distinguished officer of the navy, speaking about the failure of the Manhattan to make the passage to Key West after leaving Philadelphia, said:—"That vessel did not get a fair show, although considerable condemnation has been cast upon her. She left the Navy Yard, where she was fitted with her turret up and ventilators set, consequently she shipped the seas in deluging quantities, and came pretty near going down. The Manhattan, like all other vessels, should have been sent on a trial trip before setting out on the voyage. Had that been done, then her commander, Captain Yates, who, though inexperienced in monitors, would have readily detected the faults of the vessel and caused their remedy upon his return. But the government was in such a hurry that she had not a fair trial. A monitor going to sea must be just like a bottle well corked. She must be air tight, so as to be buoyant. If the cork leaks then she will not float. The Manhattan is a good monitor, and will be ready to proceed in a very few days to Key West, Santiago, or wherever else she may be required."

THE ROANOKE

is now lying at the long dock in the yard, where she is taking in coal. Work on her boilers is nearly completed and she can, the Chief Engineer of the station, Mr. Sewell, informed the writer, be got ready for harbor duty in 48 hours, should an extraordinary emergency arise for her presence as a harbor guard. The Dictator (monitor) could also be got ready in a week for service. Officers will be ordered to both vessels this week, and no little anxiety is expressed among the captains and commanders as to whose good fortune the commands will fall. Applicants for honors at the Detail Bureau, Washington, are very numerous.

MINNESOTA.

Some disappointment is occasioned among the officers who are under orders to report for duty on board the frigate Minnesota on the 18th inst., attendant upon the announcement of the Chief of the Construction Department that she cannot be made ready for commission before January 25, 1874. The officers of the navy, as a rule, do not relish being compelled to board in New York for any length of time, while awaiting their ships to get ready. The expenses of living in New York is not in keeping with their pay, and the requirements of society and rank which they are compelled to maintain.

TENNESSEE.

This vessel, which is a sister ship of the Florida, will be taken to the Navy Yard about Wednesday, from Roaches' Iron Works, New York, and will be fitted out with all dispatch. There is plenty of work for more men, with advantage to the public service, at the Navy Yard, and the power to increase the force lies with Congress. The exigency for the required work is recognized by the nation at large.

The Sunken Coal Barge—An Accident which has Occurred Four Times in a Short Interval.

A HERALD reporter knocked at the gate of the navy yard at a late hour last night, to ascertain the exact circumstances of the unfortunate accident which resulted in the sinking of the coal barge, from the official authority in charge of the station. After the hour for the closing of the gates the strictest discipline is maintained at the yard and no outsiders are allowed to pass the guard unless they first show that they have important business with the authorities, and even then, only after showing official credentials. The reporter was challenged at the outer gate, and after explaining his business the sentry sent for the sergeant of the guard. After some parley the latter consented to admit him, and a corporal was detailed to escort him to the Lyceum, where it was supposed that the commandant of the station would be. On arriving at the front door of the latter the reporter and his attendant were again challenged by the orderly, but "corporal's guard" having been answered he said that Captain Schoonielt, who has charge of the station, vice Captain Ransom, who had been appointed commander of the Colorado, was absent, and could, doubtless, be found at the Mansion House, in Hicks street, where he was staying.

"Is there anybody in charge in his place whom I could see to-night?" asked the reporter.

"Yes, Captain Chandler," was the answer. "You had better see him."

On the way to the residence of the latter the reporter asked his companion if he had heard of the accident to the coal barge, and he replied:—

"Yes, I hear there are 600 tons of coal in her."

The sentry on duty at the rear enrance of the Commandant's house refused to let the reporter pass, though the corporal gave the countersign of the night, as he had no official business, and he was obliged to go around to his quarters by Flushing avenue.

Captain Chandler was lying on a lounge in his dining room, in front of a blazing fire, for, as he explained himself, after the usual formalities, he had some work to do during the night, before which it was hardly worth while turning in.

"Captain," began the reporter, "I have come over to see you about this accident that happened at the dry dock to-day. Can you give me the cause or any of the particulars?"

"I suppose you mean the accident which occurred to the coal barge, but that took place during last night or early this morning," was the answer.

"May I ask what was the cause?" put in the reporter.

"There was no especial cause beyond the fact that the barge sprung a leak. These things are of frequent occurrence here. Since I have been here a good many similar accidents to coal barges have taken place."

"Then it was not an extraordinary accident?"

"By no means. Within my own time I have had to raise four or five coal barges which sprung leaks and sunk in the same way. It is a matter which is quite unavoidable, these things being always heavily laden. Why, within a very short time I was obliged to raise one of them in front of the dock in which the Colorado is now lying. This was the very last one I had to raise."

"Is the report correct that this barge sunk in front of the dry dock in which the Arapiles is now lying?"

"No, not exactly in front of the dock, but towards that direction."

"How long will it take to raise the coal and the barge?"

"Oh, not long. If that Coast Wrecking Company will only take charge of it, it can be done in a day or two."

"Can the gates of the dry dock be opened in the meantime so that the Arapiles can be launched?"

"Oh, it won't take any time to get her out—a day or so. If this wrecking company will only take hold the gates can be opened.

"Have any arrangements been made to effect that object yet?"

"Yes, I understand so."

"By the American government or by the Spaniards?"

"Yes, I understand that some arrangements have been made by our government with the Coast Wrecking Company. You see we are bound to see her out, you know. She came in here, and the responsibility is with us. It won't take long."

It was impossible to get near the Spanish frigate last night, or to see any of her officers. As the reporter left the yard at a late hour he was informed that the Colorado was to drop down the river with the next tide. It appears that she was in six feet of mud at the previous low water.

Affairs at the Charlestown Yard.

BOSTON, Dec. 6, 1873.

Orders were received at the Navy Yard to-day, to have the new torpedo boat ready for sea in twenty days, which is said to be almost an impossibility.

The Franklin is being rapidly put in condition for sea service, and she will doubtless go into commission by another week.

Real Admiral Steedman, formerly Commandant, paid an unofficial visit to the Navy Yard to-day.

Naval Affairs at Washington.

WASHINGTON, Dec. 6, 1873.

One of the iron-clad vessels now at the Washington Navy Yard is to be towed to New York for repairs.

Lieutenant Commander G. C. Schuls is ordered to the naval rendezvous at New York.

Master A. G. Paul is detached from the Saco and placed on waiting orders.

Captain Thomas Pattison reports the arrival of the United States steamer Richmond, under his command, at San Francisco, 40 days from Valparaiso.

The Activity at the Philadelphia Navy Yard.

[From Saturday's Public Ledger.]

The work at the Navy Yard, in fitting out vessels of war, still continues. On the last day of November there were employed in the various departments 1,375 men, distributed as follows:—Construction department, 882 men; yard and docks, 91; steam engineering, 224; ordnance, 78; equipment, 89; provisions and clothing, 9; navigation, 2. The full force is at present working until nine o'clock at night and will continue to labor on Sunday until further orders, as they have done for the past five weeks.

The vessels at the yard are the iron-clad monitor Terror, the work on her so far completed that she may be commissioned on Tuesday of next week, her officers having been ordered to report on Monday. The Ajax (iron-clad) will probably be commissioned on Wednesday next, the majority of her officers having reported to the commandant of the yard yesterday. The Franklin (steamer), 39 guns, is being fitted out at the New York yard.

The Manhattan (iron-clad), which started for Cuban waters and put back, was sent to Wilmington, Del., for repairs, which were found to be unnecessary. The difficulty occurred from the fact that her turret was left up when she went to sea, when the use of the hydraulic machine would have avoided all trouble. She was not in a leaky condition, and received her coal on Thursday last, and will probably start this morning for her destination. She will be convoyed by the Powhatan, the latter vessel still remaining at the breakwater.

The Canonicus (iron-clad monitor), the same build as the Manhattan, carrying two 15-inch guns, is at Wilmington, and will be ready for service in about three weeks. The Wyandotte, at the same place, will be commissioned in about two weeks. The Canandaigua, attached to the North Atlantic squadron, is at the yard in this city, and, as soon as the new boilers placed in her are tested, will be coaled and go to rejoin the squadron. Work on her will be completed during the coming week.

ABOUT "THAT SPANISH CRUISER."

A report was circulated to the effect that there was a Spanish man-of-war cruising outside the harbor yesterday afternoon. The story, whether true or false, gave rise to considerable comment as to her errand in these waters. Naval officers, commenting upon the possibility of Spanish war ships annoying us, remarked that it would be impossible for a vessel to pass beneath the shower of shot and shell that would be poured from our forts and batteries. Then there were torpedoes and the Roanoke and Dictator, which, in emergency, could be brought into requisition and effectually destroy any hostile vessel that might have the hardihood to test the strength of Yankee metal in our harbor.

NOT A CUBAN PRIVATEER.

Ownership and Destination of the Albert W. Smith.

PROVIDENCE, R. I., Dec. 6, 1873.

Some excitement was created here on receipt of the telegraphic news from New York this morning that the new schooner Albert W. Smith had cleared from that port with supplies for the Cuban patriots, as the vessel was originally built for parties here, and was recently chartered to proceed to Galveston, Texas, to bring a cargo of cotton to Providence dealers. The schooner was built at Kennebunk, Me., and

GOT TO SEA PARTIALLY UNPAINTED,

as her owners say, to avoid being shut in by the ice. Not to have her go out light, they say she takes a "cargo of coal" for Key West. The linseed oil, they further state, is intended to be used in "painting" the vessel, and they deny all knowledge of the Cuban Junta inspecting her before clearing. The schooner is splendidly built, and they do not deny that she would make a desirable transport for Cuban war purposes, but they deny that her mission is of that character; and the *Journal* this morning, in making the denial, warns the author of the Santiago butchery "not to put his bloody hand upon her."

GREAT GUNS FOR THE FLORIDA PORTS.

ST. LOUIS, Mo., Dec. 6, 1873.

All the heavy ordnance which has been stored in the Arsenal here since the war is being shipped to Pensacola. Among the large guns are many 100-pounder parrots and mortars.

THE SANTIAGO BUTCHERY.

HALIFAX, Dec. 6, 1873.

Captain Hartney, of the brig Maggie, which arrived here to-day from Cuba, was in Santiago de Cuba when the captives of the Virginius were executed, and witnessed the shooting of General Ryan and his fellow passengers. His account is similar to that already published.

THE FITTSBURG DEFALCATION.

A City Official and Bank Managers Under Arrest.

PITTSBURG, Dec. 6, 1873.

The Finance Committee of Pittsburg City Councils have been industriously engaged during this week, making a thorough investigation relative to the loss by the city of some half a million dollars worth of Water bonds in the suspended Nation's Trust Company, whose cashier took flight a few weeks ago, causing an investigation into the affairs of the concern and revealing an unparalleled state of financial rottenness. The result of the Finance Committee's investigation was the arrest this afternoon of John Ross, who has acted in the capacity of Secretary of the Water Commission. He was charged with conspiracy and also with embezzlement, in depositing the Water bonds of Pittsburg in his own name and in an institution with which the city transacted no business.

Ross was taken to the Tombs, but after some delay he secured $20,000 worth of security, on which he was released.

Robert Dickson, President of the Nation's Trust Company; Thomas S. Blair and Frank Ardary, directors, were also taken into custody on a charge of conspiracy to rob the city, and, after a short detention, were released, furnishing bail in the amount of $5,000 each.

A warrant has been issued also for the arrest of Grier, the defaulting cashier, and the detectives are to be put on his track. This robbery was a bold and impudent one, and our citizens are determined that the guilty ones shall meet the full punishment their offences merit.

CANADIAN POLITICS.

TORONTO, Dec. 6, 1873.

Hon. Edward Blake, President of the Council of the Dominion Cabinet, has been re-elected by acclamation to represent the county of South Bruce.

MEXICO.

Religious Dissension in the Provinces—Riotous Protest Against Protestantism—Murder of a Municipal Officer—Revolutionist Progress in Yucatan.

TELEGRAMS TO THE NEW YORK HERALD.

CITY OF MEXICO, Nov. 27, Via HAVANA, Dec. 5, 1873.

Religious disturbances have occurred in Tezcoatlan. The Catholics made an attack on the Protestants, with shouts of "Hurrah for our religion!" and "Death to Protestants!"

Troops have been sent to arrest the rioters and prevent further trouble.

The *Revista* (newspaper) says the rioters burned the Alcade of Augauguo to death.

Revolutionist Progress in Yucatan—Executive Measures for Peace.

CITY OF MEXICO, Nov. 27, 1873.

The revolution in Yucatan continues.

Five hundred federal soldiers left Vera Cruz for Progreso, on the steamship City of Mexico. When they arrived the revolutionists refused to allow them to land, but at the end of the third day gave their consent.

Vasquez, the leader of the revolutionists, is gaining adherents.

It is believed now that the federal government has taken action against Vasquez, and that the rebellion will be quelled.

PEACEFUL AT ALL OTHER POINTS.

Quiet prevails elsewhere throughout the Republic.

WEATHER REPORT.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, Dec. 7—1 A. M.

Synopsis for the Past Twenty-four Hours.

The pressure has increased, with lower temperature and generally clear weather in New England, the St. Lawrence Valley, the Middle States and the lower lake region. Cloudy weather, rain and northeasterly winds have prevailed from Southern Virginia to Florida, and thence westward to the Ohio and Mississippi Rivers. Diminishing pressure, with a slight rise in temperature and snow, are reported from Southern Michigan and thence southwestward to the lower Missouri Valley.

Probabilities.

For New England, generally clear and continued cold weather with light northerly winds will prevail during the day, followed by less pressure, winds veering to easterly and increased cloudiness.

FOR THE MIDDLE STATES AND THE LOWER LAKE REGION NORTHEASTERLY TO SOUTHEASTERLY WINDS, WITH AREAS OF RAIN AND SNOW DURING SUNDAY AFTERNOON OR EVENING.

For the South Atlantic and Gulf States slightly rising temperature, winds veering to easterly and southerly, with cloudy weather and rain.

For Tennessee and the Ohio Valley rising temperature, less pressure, light easterly and southerly winds and rain.

For the upper lake region and the Northwest continued cold weather, with easterly and southerly winds and snow.

After the 10th inst. the display of cautionary signals will be suspended at the lake ports for the winter.

The Weather in This City Yesterday.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building:—

	1872.	1873.		1872.	1873.
3 A. M.	22	31	3:30 P. M.	40	36
6 A. M.	31	30	6 P. M.	37	33
9 A. M.	35	30	9 P. M.	34	32
12 M.	40	34	12 P. M.	34	31

Average temperature yesterday 32⅝
Average temperature for corresponding date last year 35½
Average temperature last week 36 4-7
Average temperature corresponding week last year 33

AFTER THE WRECK.

The office of the French Steamship Company was extremely quiet yesterday. There was no anxious crowd, as heretofore, no pouring in of despatches inquiring whether this or that one was saved, no file of anxious friends and relatives waiting to ask after their dear ones, no scene of disappointment and grief. The only inquiries made yesterday were after Mr. Creste, who was saved, but who lost his wife, and after Mr. Sebastian Moscar, who were probably among the lost. Mr. Fulton, the chief clerk, a very intelligent and courteous gentleman, said the disaster had thus far given no signs of decreasing the amount of the company's business during the winter. The passenger business was light on all the lines during the winter months, but the freight business would probably be very good. The company had the advantage, he said, of dealing with an intelligent class of people who could easily see that the accident was unavoidable, and that no blame could be attached to the company. This had been the opinion generally expressed to the attachés of the company.

Inquiry was made last evening at the office of Henderson Brothers in regard to the Loch Earn. No news in regard to her had been received until a late hour in the evening, and the probability is that she will not arrive here until the 20th or 25th inst. She sailed on the 14th of November and, according to the statement of a gentleman of the Anchor line, would probably have arrived here on the 14th inst. if she had met with no accident. She is said to be a very fast vessel.

Yesterday an incident of melancholy interest occurred in connection with the great disaster. A solemn requiem mass for the repose of the souls of Theophile Jonanique and his wife, who were among the drowned, was celebrated at the Church of St. Vincent de Paul, in Twenty-third street. The spectacle was highly impressive. An elaborate casket, draped in deep black, lay in the centre aisle. Around it glimmered tapers that shed a wonderful lustre over the casket. The services were conducted as though the bodies of the departed reposed in it. Rev. Father Ferrier, assisted by Rev. Father Tournier, deacon; Rev. F. Guichateau, sub-deacon, and Rev. E. Aubrie, celebrated the mass. The music consisted of simple Gregorian chants. There was a large attendance of friends and acquaintances of the deceased.

The Greatest Modern Discovery—The discovery of the public that HALE'S HONEY OF HOREHOUND AND TAR will cure a consumptive cough. PIKE'S TOOTHACHE DROPS cure in one minute.

The Phalon Night Blooming Cereus is the best and cheapest handkerchief Perfume in the world.

A.—Gentlemen's Hats—Winter Fashion for 1873-4. The established excellence and style of HATS manufactured by ESPENSCHEID, for gentlemen's wear, renders it needful for him only to announce that his WINTER HATS are ready for inspection and sale at 118 Nassau street.

"A Skin of Beauty Is a Joy Forever." Every woman should be beautiful, just as every man should be dutiful. But no woman, however elegantly formed or splendidly developed, can be beautiful unless her "human face divine" is free from all spot or blemish. And this is the case with very few women. A clear, brilliant, transparent complexion is the rarest thing in the world, and the most desirable. But there is now, since Dr. T. FELIX GOURAUD invented his ORIENTAL CREAM, OR MAGICAL BEAUTIFIER, no reason why any lady should not have a complexion as clear and bright as a crystal. No such certain preventive against freckles, tan, pimples, discoloration and every other species of facial disfigurement was ever dreamed of. Its beautifying effect is immediate. Dr. GOURAUD has thousands of testimonials to this effect, many of them from distinguished artists and many from the celebrated belles in the country, so that now the ORIENTAL CREAM has become an invaluable, and, in fact, indispensable article of every lady's toilet. And, for that matter, no gentleman's toilet should be without it; for why should not a gentleman have a clear, pure, pellucid complexion as well as a lady, especially as all the ladies will adore him for it? Now, if hereafter any lady or gentleman submits to be defaced by pimples, tan, freckles, &c., it must be attributed to ignorance of the magical effects in all such cases of Dr. GOURAUD'S ORIENTAL CREAM. In presenting to the world the ORIENTAL CREAM Dr. GOURAUD feels that he has done something towards carrying out the great and beneficent scheme of Nature. Dr. GOURAUD'S depot is at 48 Bond street, where hosts of fashionable ladies congregate and discuss the wonders of his ORIENTAL CREAM.

Ask for Goodall's—The Finest Imported and cheapest Domestic PLAYING CARDS. Beautiful new patterns. Sold everywhere.

A Positive Cure for Diphtheria and scarlet fever.—CHRESEMAN'S ARABIAN BALSAM, established 50 years, never fails. At drug stores or 31 John street.

A.—A.—Soiled Boots and Shoes, Less—than half price, at BROOKS', 1,196 Broadway, corner Twenty-ninth street.

A.—A.—10,000 Pairs Self-Acting Over SHOES; put on and off without using the hands. 1,196 Broadway, corner Twenty-ninth street.

A.—The Elastic Truss Company, 683 Broadway, now supply TRUSSES to the United States government, as they may be required, as may be ascertained on inquiry at Surgeon General's office, Washington.

A.—F. A. O. Schwarz's Toy and Fancy Goods Emporium, 766 Broadway, near Ninth street, is acknowledged as the largest and best selection in the city. Prices to suit the times. Please call and examine.

All Passengers Crossing the Ocean Will insure their lives by securing the NEVER SINK COORT JACKET. Will be forwarded to anybody on receipt of $2. It is the only reliable life preserver. D. KAHNWEILER, 46 Centre street.

A.—Eau Angelique, for the Teeth and Gums. BISCOTINE FOOD for infants. DELLUC & CO., 635 Broadway, are the sole proprietors and manufacturers. Paris agents, ROBERTS & CO., Place Vendome.

Anakesis Will Cure Piles When Quack Nostrums have failed. Sold 46 Walker st., and all druggists.

Baker's Chocolate.—A Good Cup of Cocoa is easily had if you will insist on your grocer furnishing W. BAKER & CO.'S BREAKFAST COCOA.

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