

THE CONFERENCE AT BOULOGNE.

Second Meeting of the Irish Members of Parliament.

THE SCOTCH RIOTS.

At Coatbridge, Near Glasgow, There Is Serious Street Fighting.

EUROPE SNOWBOUND.

BOULOGNE-STR-MER, Jan. 6, 1891.—Mr. Farnell had a consultation with Mr. O'Brien immediately after his arrival here.

Afterward Messrs. Farnell and O'Brien resumed their talk, remaining in consultation for an hour and a half.

The other members of Parliament in the party were then invited to join the conference, and the whole party remained in deep consultation with closed doors until nearly midnight.

Messrs. Timothy Healy, John Barry and J. F. Xavier O'Brien, members of Parliament, had long interviews with Mr. William O'Brien previous to the latter's departure from Paris for Boulogne-Str-Mer.

The Right Hon. Sir William Hart Dyke, Bart. (conservative), member of Parliament for Dartford, has advised the local conservative managers of Dartford to be readiness for a dissolution of Parliament in the spring.

Mr. Farnell, accompanied by his private secretary, Mr. Henry Campbell, M. P., Mr. Timothy D. Harrington, M. P., and Mr. Vincent Scully, left Boulogne-Str-Mer yesterday by the morning train for Folkestone on his way to Boulogne-Str-Mer.

Mr. Michael Davitt says that he does not approve of the appeal made by the Earl of Zetland, Viceroy of Ireland, and Chief Secretary Balfour on behalf of the suffering population of Ireland.

Mr. Balfour sends a telegraphic message to the London newspapers apologizing for his inability to acknowledge separately the many suits referred in response to the appeal recently issued in behalf of the sufferers in Ireland.

The Parnell party arrived at Boulogne by the Folkestone boat, and immediately drove to the Hotel de la Marine, where the many suits referred in response to the appeal recently issued in behalf of the sufferers in Ireland.

It is stated that the funds of the Irish Parliamentary party now in the hands of Munroe & Co., the Paris bankers, amount to only \$5,400, of which \$1,200 is in cash and the remainder in United States four per cent bonds.

Formerly deposited in the sole name of the late deceased, Messrs. Patrick and Richard Power, have renounced the custody of the money, and it is said that Messrs. Munroe & Co. prepared to pay the funds to Messrs. Dillon, J. F. Xavier O'Brien and Clancy when they have come to an agreement. They are expected to do so at Boulogne-Str-Mer to-day.

THE SCOTCH RIOTS.

COATBRIDGE THE SCENE OF A STRUGGLE BETWEEN THE STRIKERS AND THE POLICE.

GLASGOW, Jan. 6, 1891.—The disturbances caused by the evictions of the railroad strikers from the quarters provided for them by the railroad companies have not yet ceased.

In the presence of the evictions of large numbers of police backed up by troops. Serious rioting was resumed to-day at Coatbridge, about nine miles from here, on the Monkland Canal, the chief centre of the iron manufacture in Scotland.

The police and troops, who have now been almost continuously on duty for forty-eight hours, passed a wearisome night, as the strikers, now driven to extreme desperation, are making the wildest threats.

However, the strikers practically abstained from violence through the night, but this morning they mustered at an early hour about the dormitory at Coatbridge occupied by the non-union men who have been employed in place of the strikers.

After pelting the building with stones, the rioters made a rush toward and stormed it in the most approved fashion. The police on duty at that spot made a gallant defence, using their batons freely, and charging the strikers in spite of showers of stones hurled at them on all sides.

During the conflict a number of the police and a still greater number of the strikers were more or less seriously injured. The rioters were finally repulsed just as strong reinforcements of police and troops were being sent to the scene of the collision.

After the first excitement of the collision between the police and the rioters at Coatbridge had subsided, the police succeeded in placing under lock and key six prisoners captured during the fray.

The police could have arrested many more of the rioters had they felt so inclined, but they contented themselves with making prisoners of six of the ringleaders or most violent members of the mob of strikers.

It is thought that the object of the strikers in attacking the dormitory of the non-union men at such an early hour was to prevent the men who have taken the strikers' places from going to work this morning.

The majority of the non-union men are now at work under police protection, where such a precaution is found necessary.

SEVERE WEATHER ABROAD.

TRAINS BLOCKED AND TRANSPORTATION STOPPED IN GERMANY AND DENMARK.

BREITEN, Jan. 6, 1891.—A snow storm, phenomenal in its severity, prevails throughout North Germany. Reports from various sections are to the effect that the rails are blocked on all the northern lines, and that in many instances trains are embedded in the snow, causing considerable suffering to those who have been forced to travel during the storm.

An express train from Berlin to Aix-la-Chapelle is snowbound near Magdeburg. A train on the Berlin Central Railway is also stopped in the snow. On all the railways in Mecklenburg and Brunswick traffic is more or less impeded by the snow.

DANISH RAILROADS BLOCKED.

COPENHAGEN, Jan. 6, 1891.—The severity of the weather is seriously affecting business throughout the country. The Danish railroads are at a complete standstill, owing to a snow blockade. In spite of all the efforts of the company to raise the blockade it may be said that there is not a train running in Denmark to-day. The postal service has entirely ceased working.

BRITISH COLONIAL RIGHTS.

OTTAWA, Ont., Jan. 6, 1891.—An Australian despatch says:—"It is stated that the home govern-

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MANY FOREIGN POACHERS EXPECTED.

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[FROM OUR REGULAR CORRESPONDENT.]

HERALD BUREAU, CORNER FIFTH AND W. STS., N. Y., Jan. 6, 1891.

Reports have been cabled from London that sensational despatches from America in regard to the Behring Sea matters caused the selling of American securities and considerable alarm, which was quieted by the official statement sent out by the War Office.

Just what had caused the panic in American securities is evident from the extracts cabled here from the London journals of yesterday and to-day.

The main feature of the alarming news that broke the market for American securities on the London Stock Exchange was obviously that which dealt with the alleged issuance of orders for the concentration of a strong naval force by our government in the North Pacific.

The naval department had no existence and have none now. There falsity was so well known here that no mention of them than as a rumor was made in these despatches.

I have high authority for the statement that the situation and prospects of Behring Sea have not been regarded as wearing as favorable an aspect as at present since the unexpected issuance of orders to the Treasury last May clouded the negotiations that had been up to that time progressing hopefully at Washington.

The political aspect.

All that the HERALD has ever printed of a disquieting character have been the repeated statements in these despatches that the administration was contemplating the introduction of the Behring Sea question into domestic politics for the purpose of creating a national feeling in this country for the general advantage of the public and party.

The particular service of those members of the administration who are in the field as candidates for the next term of the Presidency. These statements were so strictly true at the time they were made, and so far as that purpose has been abandoned, whether finally or for the time being, the HERALD may justly claim credit for its prompt and outspoken exposure.

Now completely the situation has been changed since the HERALD began to throw an electric light into the dark corners of the administration's foreign policy may be judged from the conduct of certain close and servicable friends and adherents of the Secretary of State. These have been laboriously calling my attention during the past twenty-four hours to what they term the magnanimity and moral courage of Mr. Blaine in bringing the Behring Sea dispute back to a negotiating basis by those passages in his recent note to the British Minister which alone are expected or desired to engage the serious consideration of Lord Salisbury.

The passages meant are those in which he propounds the interrogatories that he offers to submit to examination and decision by means of an impartial arbitration. Those interrogatories involve claims and contentions which Mr. Blaine had virtually declared to Sir Julian Pauncefote he never would submit to question.

It can be seen from the record of the negotiations that from the time in May last when the administration decided to resort to the exercise of a spiritual foreign policy in Behring Sea, Mr. Blaine studiously discouraged the hopes and expectations of the British Minister, and that the controversy would ever be brought to the forum of arbitration.

Mr. Blaine now wishes to arbitrate, and to arbitrate it in its whole length, breadth and depth. This statement, however, is subject to one important qualification, and that is, that Mr. Blaine would, if he could, go back to the identical position the question occupied last spring, and resume the bipartite negotiation of a closed season and an international regulation of the seal fisheries. This was the plan of settlement that he had in mind when he first proposed to the Secretary of State in 1888, and with which, as Mr. Blaine has stated in various published notes to Sir Julian Pauncefote, he has since made a progress highly acceptable to the United States.

A CHANGE OF HEART.

But Mr. Blaine's adherence to his contention that the United States has no right to object to British and other rights growing out of our ownership of the Pribilof Islands, has a peculiar and exclusive jurisdiction over the rights derived from Russia, and has induced Lord Salisbury, as sundry despatches from Ottawa to the HERALD have announced, to resolve that he will not revert to the scheme of a closed season and an international regulation of the seal fisheries, which Mr. Blaine rejected last May, until some mutually chosen arbitrator has passed upon the validity of the right of extension of the seal fishery by the government of the United States.

Lord Salisbury's reasons for this determination to follow the course of the seal fishery in the United States in asking the other maritime Powers to adhere to an international convention for regulating the seal fishery so long as the United States is necessary to provide effective means to regulate that fishery by its own sole authority.

Mr. Blaine is understood to see the force of this objection, and to be endeavoring to withdraw or abandon the jurisdictional claims of the United States after alleging them so vehemently, and assuming to establish them by disarming operations against the British sealers in Behring Sea last summer, which he is now compelled to follow by the turn of events in the stipulations of arbitration, or making ready a voluminous case with testimony, exhibits and arguments for the arbitrator, or awaiting the inevitable rendition of judgment by the arbitrator, the British sealers will be sweeping Behring Sea summer after summer in ever increasing numbers, and the United States will be increasing its power of seal destruction by improved methods of killing and deporting their catches.

In addition to this government and other experts who have recently been to Behring Sea and visited the Pribilof Islands, and who have been making the value of the seal fishery and the successful resistance of the British Columbia to his efforts to monopolize it for the United States have drawn widespread attention to the opportunities and profits open to all the world so long as the seals continue to resort to Behring Sea in considerable numbers, and the United States is not disposed to stop or regulate the seal catching or to get the necessary consent of the other maritime Powers for a closed season or a regulation of seal catching in time to avert the temporary but not permanent destruction of the industry.

Mr. Blaine, apparently, is now disposed to stop all seal killing at the Pribilof Islands for a term of years or other fixed period, if other Powers will consent to the same, or to allow the sealers in that region. This would be a complete reversion of his late contention that the United States alone had the right of seal catching, whether on land or in the water. That he can effect a closed season by next summer is deemed an impossibility. He will be required to advance evidence of the necessity for a closed season, and to overcome the contrary evidence that the Canadian sealers will submit to Lord Salisbury and to negotiate with a considerable number of governments to overcome their common adherence to a multitude of minute provisions.

From present information not less than forty-five vessels under the British flag will be sailing in Behring Sea next season, in addition to ten or a dozen American vessels and from one to three or four German vessels.

REVENUE REGULATIONS.

That the administration intend to make it lively for seal poachers can be inferred by the following extract from the report of the Secretary of the Treasury:

"On March 2, 1889, orders all the needed authority upon the Executive to protect the seals under the waters of the United States, but an appropriation for that purpose was not made until the 10th of June, 1889, and the necessary authority for exercising that authority. There are not enough revenue cutters at the disposal of the Department to properly police the sealers, and during the winter months the sealers are often driven to sea by dense fogs that prevail throughout the breeding season."

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NAVAL TRAINING AND DISCIPLINE.

Several Hundred Petty Officers and Seamen Send a Petition to Secretary Tracy.

AMERICANS TO MAN OUR WAR SHIPS

Asking to Be Trusted Without a Marine Guard to Watch Them.

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After a long period of inaction in naval progress in this country Congress, in 1888, 1889, 1890 and 1891, authorized the building of a number of new steel ships of war, and afterward pushed forward the creation of a strong and effective fleet. So deficient was the navy in adequate engines of war that for several years the attention of navy men was chiefly directed toward an increase and a strengthening of the material.

Recently, however, the progress made toward the possession of a fleet suited to the needs of the nation has been sufficient to warrant and require a careful examination of the personnel and of our fleet, and the navy men have been directed to consider the navy in adequate engines of war that for several years the attention of navy men was chiefly directed toward an increase and a strengthening of the material.

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