

INSTRUCTIONS TO SHELL THE TOWN

Reported Contents of the Secretary's Orders to Admiral Luce.

To Argue with Shot and Shell If Found Necessary.

The Galena Now on Her Way to Port au Prince.

WASHINGTON, Dec. 9.—J. Debell Higgins

THE REPUBLIC OF HAYTI.
A Country Where Every Prospect
Pleases and Only Man is Vile.

To the Editor of the Press:

Hayti is just now a prominent subject of remark in all the leading newspapers of this country, not because a revolution; one of the periodical kind, is in progress in that country, but on account of the daring and insolent seizure of two vessels belonging to citizens of the United States, the steamer *Haytian Republic* and a sailing vessel. The United States government at once entered a vigorous protest against these acts on the part of Hayti, resulting in a reference of the whole matter to our government in adjudication. Our government having decided upon purely legal grounds, that the vessels must

be returned and damages paid by Hayti, to everybody's surprise, Hayti with a grim insolence worthy the middle ages coolly declares that she needed the steamer just now, being short of war vessels, but that when the war was over payment would be rendered for her use. Our government does not look at the matter in just that light and has peremptorily ordered the Haytian government to release at once the vessels and pay damages or take the consequences.

It is this act which has brought the republic of Hayti into prominence and discussion. Geographically, Hayti occupies the western portion of the island of Santo Domingo. no

The physical aspect of Hayti is mountainous in the extreme. Four ranges of lofty mountains run parallel to the coast, the island from west to east, the loftiest peaks reaching an altitude of 14,000 feet. In Hayti the mountains leave but a small margin of shore and lowland, and it is in these indentations into the mountain reaches that the population of Hayti is concentrated. The population of a million and a half, within a territory of about 150 miles from north to south and an average of 75 miles from west to east.

It from necessity produces a class of mountaineers, physically and morally stunted, vigorous and capable of great endurance.

The people are of mixed origin and color—black predominating—French, Spanish, Portuguese, Indian and African blood being the mixture. It is the taint of French blood that gives the people their restless and Spanish mixture that produces their insolence. While the physical environments are precisely identical with those of the people of Santo Domingo. Yet the difference in the human characteristic of the two nations is remarkable. The French people are the more of the people, who are fierce, restless, distrustful, inhospitable, treacherous and still in a condition of semi-barbarism.

It would make a Yankee laugh to see the armies of Hayti. They remind one of Falstaff's army.

men, closed in mondescript suits, patched and ragged, bright and faded, carrying guns of antique patterns and marching like soldiers. I witnessed a review of troops in the winter of 1868, when there was trouble between the country and the United States. Of our new gunboats could travel around the coast and burn every city without fear of molestation. The Haytian navy consists of two small iron steamers, which were there at the time. They are of the same class as the *Proserpine* and *Albatross* of our fleet. The people are naturally brave and daring, but ignorant, fierce, full of bluster and daring, possessing the tactics of the Indian, but having no knowledge of the art of war. The law of the country discourages agriculture, and encourages commerce. The foreigner is encouraged to become the owner of real estate. The productions of the republic are

classes of valuable woods and gums, mahogany, logwood, satin wood, and lignum vitae, being largely exported. Beeswax, tallow, hides, skins, corn, and other domestic staples arise. Her revenue from customs alone reaches \$10,000,000 annually. It is this fact that she is so rich in natural productions, and has such a large cash revenue, which stimulates ambitious leaders to intrigue for the highest position, and to divide the spoils of any legitimate spoils for division among themselves. Gen. Legitime represents the worst elements of this nation of semi-pirates; and General Hippolyte the best. There is also one other fact which should be taken into consideration in the study of these factions, the people of the northern portion contain a larger element of Spanish influences. Port au Prince, the capital, is situated

In the southern part of the country, is distinctly a French city, while Cayalti on the north coast is as distinctly Spanish. It is a matter very little to this country or to civilization which side wins. Until the laws of the country are changed and liberalized so as to admit and make it safe for foreign capital, the republic will remain outside the pale of civilization. And Panama is a country with wonderful natural resources capable of supplying the world with sugar, coffee, cocoa, and cotton. It holds the key to the Panama, guarding the principal thoroughfare, and possesses a climate and natural wealth and capabilities of abundance for the future. It is a veritable Garden of Eden in the possession of demons.

The question is arising, whether it would not be good policy for our government to

If we refused in 1872 to receive Santa Domingo after her people had unanimously voted for annexation, on what possible grounds could we have refused to assist her against the will of her people? The people of San Domingo are mild, inoffensive and ready to welcome strangers, and the resources of the country are identical with those of Hayti—besides the occupies an area three times the size of Hayti—and yet the Senate rejected this gift. The best thing Hayti can do for civilization is to reproduce the Kilkenny fight amongst themselves, and possibly some day Eden may in that way be purged of the elements made ready for the occupation of the white man. G. H. B.

RAILWAY MATTERS.

KNOX & LINCOLN.

The directors of the Knox & Lincoln railroad organized Saturday forenoon, by electing John T. Berry of Rockland president, and John G. Richardson of Bath, clerk. William L. White was re-elected superintendent, T. H. Low treasurer. William B. Ludwig roadmaster, and Charles L. Turner master car builder.

An Associated Press despatch from Thomaston says: "On account of a discrimination by the Knox & Lincoln railroad against Thomaston in making rates less to Rockland

The merchants and business men of this place, members of the Thomaston Board of Trade, have signed an agreement to have no freight come over said railroad only what they are obliged to have, and to give all their freight to a steamboat line which the Thomaston Board of Trade propose to establish between Thomaston, Waldoboro, Damariscotta and Portland, and a packet line direct to Boston."

NOTES.

The number of passengers carried last year by the Maine Central railroad was 1,521,851, who traveled a total of 61,685,412 miles, an average of 40 miles to each person and paid an average of 90 cents each for doing so.

Clunie has been Heard From.
[Rockland Courier-Gazette.]
Our readers who reside near Inghram's Hill will remember a smart, honest, energetic, but poor little youngster who in years gone by dug clams for a living and sold them in this city—a youngster familiarly called Clunie. About 25 years ago he went away from here to seek his fortune, and his last word to an old friend at the Hill was "You'll hear from me one of these days." The returns from the fifth California Congressional District show the election of Thomas Clunie, Esq., Democrat. Mr. Clunie is a young man of fine physique and

none other than the whilom energetic, honest but impecunious boy, who sold clams for a living in the streets of Rockland.

