

A Crusader Afloat—Curious Complications in American Waters.

The accounts we published yesterday, and again further to-day, of the proceedings of the crusading steamer *Telegrafo*, on the coast of St. Domingo, will awaken the attention of all the maritime Powers. While Secretary Fish is coquetting with Spain and utterly ignoring the unauthorized step of the Spanish officials in Cuba, in proclaiming the closure of mid-American waters, other audacious and irresponsible parties are following in the wake of Dulce and putting their cruisers on the sea for the purpose of effecting their revolutionary purposes. The negro combatants in Hayti have already three, if not four, armed ships afloat, manned with American officers and heterogeneous crews, and now come the discontented of St. Domingo, without a port or a flag, with a ship sailing under American colors from St. Thomas, and hoisting any or none during the fight necessary to consummate their enterprise.

These recent orders and operations by various petty governments in American waters are not alone tending to annoy commerce generally, but especially to endanger the interests of American shipping. The institution of international law when framed was intended to be adhered to, and therefore to act as a preventive measure against such abuses. Without presuming to the sovereignty of the American waters, the government of the United States can surely hold its own ground, and place a barrier to such irregular proceedings on the part of unstable governments, who issue decrees upon decrees, thereby causing American interests to be subjected to loss of time, expense and probably wholesale plunder. The absence of any defined policy on the part of the present administration, and the wondrous manœuvres of the Secretary of State, only encourage such acts, and accordingly we find, first, General Dulce in the field decreeing that all vessels shall be subjected to being stopped and overhauled by the Spanish men-of-war, at their pleasure. The English commodore fired up at this despotic order and made for headquarters, where he was informed that, as a matter of course, such order did not apply to British vessels. If the vessels of Great Britain are exempt from such extraordinary orders, why should American bottoms not enjoy the same privilege? A want of respect towards the government of the United States is generally complained of, and not alone in the acts here recorded, but in others, allusion to which has frequently been made through the medium of the *HERALD*. The United States have equal rights to all other nations in the waters referred to, and it is the duty of the government to cause its flag to be respected, especially at a moment so pregnant with political troubles on all sides and in such close proximity.

The United States is strong enough to maintain its own rights and can punish any infringements attempted by other Powers, and the toleration of such acts as those mentioned will cause all damages accruing to American interests to reflect directly upon those whose imperative duty it is, and who furthermore have the power, to prevent them. Mr. Fish might find time to consider these very curious complications which so seriously affect our commercial interests. The placing of our government in the high position of having an acknowledged and definite American policy, without the petty fear of European complications, would go far to prevent these and other complications which are fast rising to embarrass the administration and the legitimate operations of our citizens. Our moral influence alone would suffice to repress all these disorders on the part of colonial despotisms, negro rulers and independent revolutionists, if properly addressed and sustained. The administration, either through imbecility or fear, is losing the best occasion ever offered to advance our national interests and policy.