New-York Tribune.

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LEADING TOPICS IN LONDON.

THE NEWS OF THE HOUR.

SOCIAL AND POLITICAL ASPECTS OF THE GREAT METROPOLIS—THE GREAT LIBERAL REVIVAL.

The satisfaction expressed at the proposed transfer of Mr. Lowell to London, Mr. Bright's powerful speeches at Birmingham, the general impressions of Mr. Read, M. P., after his visit to this country, and the spirited contest begun at Liverpool are among the subjects referred to in the cable dispatch appended, from the London correspondent of THE TRIBUNE. Mention is made also of the farewell reception offered to the Princess Louise.

The current reports regarding the measures to protect Queen Victoria from assassination, and the pecuniary difficulties of the Prince of Wales are referred to in the London letter printed herewith.

POLITICS, SOCIETY AND THE OPERA.

SATISFACTION EXPRESSED AT THE PROPOSED TRANSFER OF MR. LOWELL TO LONDON—HONORS TO THE PRINCESS LOUISE—LITERARY TOPICS.

[BY CABLE TO THE TRIBUNE.]

LONDON, Saturday, Jan. 24, 1880.

American affairs have been much discussed during the week. The announcement of Mr. Lowell's appointment as Minister to England elicits general applause. Most English papers, *The Times* excepted, heartily welcome him. There is much intelligent comment on Mr. Lowell's literary distinction, accepting him as a worthy successor of Mr. Motley. Among other odd errors, however, one paper described Mr. Lowell as the author of "Thanatopsis." Several leading provincial papers show better knowledge of his career and works than those in London. I hear privately numerous expressions of rejoicing that America, after such long delay, will be so admirably represented. Mr. Lowell is personally well known in London. *The Times*, which is silent on the subject, is now frequently indifferent to the news most interesting to its readers. In Liverpool, where General Fairchild is honorably remembered, there is much delight at his promotion to Madrid.

JOHN BRIGHT AGAIN COMPLIMENTARY.

John Bright, speaking at Birmingham, has again eulogized America, contrasting the eight generations educated in accordance with Puritan traditions, with the same generations in England, where they have been scandalously neglected and allowed to grow up without State help toward knowledge.

THE RETURNED COMMISSIONERS' OPINION.

Mr. Clare Sewell Read has described to his Norfolk constituents his recent American visit. He pays many compliments, but makes some astonishing mistakes. He thinks Americans an intelligent, enterprising people, doing thoroughly well whatever they undertake; he complains bitterly of inquisitive reporters, who persisted in "interviewing" himself and his companion persistently and unseasonably day and night. He expresses the warmest thanks for the universal kindness he received, though the attentions of deputations were sometimes overpowering. He was much struck at the readiness with which the business men spared time to supply information. He complains of the saucy independence of the waiters, porters, hotel clerks and shoeblacks, who were all offensively rude, and insinuates that this is the result of the education all Americans enjoy. Mr. Read deprecates jealousy of America on the part of England, and declares that Americans and the English should be the best friends; he hardly considers America as a foreign country. Mr. Read asserts that the American and English land and game laws are almost identical; he applauds President Hayes, saying it is impossible for any body to administer public affairs with more conciliation, firmness and justice. He ridicules the American fondness for titles, and praises the efficiency of the American Department of Agriculture.

THE BRITISH TELEGRAPH SYSTEM CONDEMNED.

Referring to a recent complaint at closing the telegraph offices from 8 o'clock in the evening to the same hour next morning, a Tory paper publishes letters explaining the superiority of the American system. The English postal telegraph management is growing unpopular. There is an almost universal protest in public and private against the attempt to assert the postal monopoly against the use of telephones. The Tory and Liberal journals unite in condemning the efforts to discourage improvements, remarking that Lord John Manners, uselessly, is renewing his former warfare upon science. Should the courts fail, legislation will be demanded to protect the inventors.

A GREAT DEMONSTRATION.

The magnificent demonstration at Birmingham, beginning on Tuesday and concluding to-night, almost monopolizes political interest. Three hundred guests attended a dinner on Tuesday, held nominally to celebrate the opening of the Liberal Club, devised by Mr. Chamberlain, M. P., in response to the recent efforts made by self-styled moderate Liberals to disintegrate the Liberal party. Mr. Bright, Sir William Vernon Harcourt and Mr. Chamberlain were the principal speakers, and represented the three sections of the party. Sir William V. Harcourt, speaking for the official wing, repudiates the ridiculous pretensions of fossil Whigs and disguised Tories to acquire party leadership. Mr. Bright spoke on Tuesday, Thursday and Saturday, denouncing the Governments war policy, saying if the country sustains it let us abandon the claim to be Christian. Concluding, he said:

"I say take down your ten commandments from inside your churches; say no longer you believe in the sermon on the mount; abandon your Christian pretensions or abandon your heathen practices."

A CONTEST AT LIVERPOOL.

The Liberals having resolved to contest Liverpool, an animated canvass has begun. Mr. Whitley, a popular solicitor, is the Tory candidate; the Liberal, is Lord Ramsay, a son of the Earl of Dalhousie, who was formerly a Whig, but was created an English peer by Lord Beaconsfield, not anticipating that his son would be a Liberal. The Liberals regard the contest as extremely doubtful.

THE BERKSHIRE CANVASS.

Sir Ashton Dilke at the last moment has declined to be a candidate against Mr. Walter in Berkshire, owing to an invitation to contest Newcastle-on-Tyne. Politicians say Mr. Walter meditates abandoning the Government to again advocate liberalism in his paper, *The Times*.

A SUCCESSFUL REPRESENTATION.

Carl Rosa's production of Goetz's "Taming of the Shrew" is a remarkable success in every respect. Seldom have musical critics been so unanimous in praising the music, orchestra and singers. Mlle. Minnie Hauk's *Katherine* was equally admirable both in singing and acting. At the second performance yesterday the house was thronged.

A GRAND RECEPTION.

A farewell reception offered to the Princess Louise by Lady Lindsay, at the Grosvenor Gallery, on Tuesday evening, was attended by the Prince of Wales, the Duke of Edinburgh, and all the fashionable world now in London, including numerous artistic and literary celebrities. There was a remarkable absence of formality, considering the presence of royalty. Supper was served throughout the evening. The Princess sailed on Thursday, by the Sarmatian, both brothers attending her to the steamer. She lately visited the studios of two American ladies living in London, whose art-work interested her.

LITERARY NOTES.

Mr. Forbes publishes a destructive article in the February number of the "Nineteenth Century" on Lord Chelmsford. George J. Holyoake gives in the same periodical his American impressions. Mr. Morley's life of Cobden is postponed until the Spring.

G. W. S.

ROYAL TROUBLES.

LORD BEACONSFIELD ENJOYING THE ROYAL DISTINCTION OF THREATS OF ASSASSINATION—WHETHER WHAT WAS SAUCE FOR MR. GLADSTONE IS SAUCE FOR HIS SUCCESSOR—THE DRAFT UPON THE PRINCE OF WALES'S PURSE.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

LONDON, Jan. 7.—An odd story is in circulation to the effect that a dozen extra constables have been put on guard at Osborne to protect the Queen against assassination. This has been done, as a policeman would say in the witness-box, from information received. An epidemic of king-killing has spread over Europe. Not one of the attempts heretofore made against Queen Victoria can be regarded as serious, but nobody can say that a more murderous experiment may not be tried. The present precaution may be superfluous, but no great harm is done by a little extra zeal. The authorities do not admit that they are anxious. They say the new men have been added simply in order to relieve the old force from too heavy duties. It is possible that some of Mr. Parnell's pupils may think that the reform of the land laws would be promoted by burning a little powder near the person of Her Majesty. Lest Mr. Parnell's female relatives should treat this as an accusation against their illustrious kinsman, I hasten to add that I do not believe Mr. Parnell cherishes any ill will whatever to his Sovereign. I have no doubt he is opposed to homicide in all forms. If in the course of an American speech he should incautiously refer to the Queen as a landlord, or landlady, and some too enthusiastic Fenian should thereupon cry out "Shoot her," Mr. Parnell would, I feel sure, respond in his usual placid manner, that he does not recommend any such course of action.

Odder still is the other story that a hedge of policemen has been strung round Hughenden for the better preservation of the life—hardly less precious than the Queen's—of Lord Beaconsfield. The Prime Minister, it is publicly said, has been so worried of late by threatening letters that he has felt it his duty to place them in the hands of the Chief Constable of the county. The letters are anonymous, and there is "no clew" to the writers of them. Obviously, any outrage may be expected from the writer of an anonymous letter so base as not to supply the police of the county with a clew to his identity. The police have always shown themselves justly indignant against criminals who throw obstacles in the way of their arrest. Good citizens, when they commit crimes, always leave clews. The Chief Constable of Bucks has risen to the occasion, and a state of siege exists in the neighborhood of Hughenden. Whoever approaches those all but sacred precincts with a threatening letter in his pocket and a blunderbuss under his arm will run some risk of being arrested as a dangerous character. Should the blunderbuss be loaded, the offence will be the more serious. And if the letter be anonymous, with no clew, the assassin can hardly expect to get off with less than a severe reprimand from the bench. As Lord Beaconsfield rises to a royal level in becoming a mark for bullets, so he exhibits a royal disregard of danger. "With his Lordship's characteristic coolness," we are told, "he was present at Quarter Sessions." It need not be pointed out that the Quarter Sessions, where his Lordship would be surrounded by friends and by the assembled forces of the county, is just the place which would be chosen for shooting him by an assassin who meant business. It is not so very long since a London mob howled under Mr. Gladstone's windows; which to the Jingoes seemed a sufficient proof that the country was against him, and that his policy was unpatriotic. The argument is, perhaps, not quite conclusive, but now that Lord Beaconsfield has become the object of similar attention, it is just as easy to argue that he too, is unpatriotic, and that the country has forsaken him. Mr. Gladstone used at one time to receive razors and ropes by post, accompanied by anonymous letters to which there was no clew. But I never heard that the Chief-Constable of Flintshire had made a ring fence of policemen about Hawarden Castle.

Meanwhile comes the announcement that the Prince of Wales is going next Monday to Hughenden on a visit to Lord Beaconsfield. The visit might be set down as a mark of princely regard, paid as it is to a Minister who stands high in royal favor, and who has made it his business since he has held office to court the personal favor of his Sovereign; to augment, also, let it be added, the personal authority of the Sovereign. But rumor alleges another reason for the Prince's visit at this moment. It is not to be merely a manifestation of esteem and liking, as was the morning call paid by the Queen a year or more ago to her faithful henchman. The Prince is going, say his own friends, to discuss with Lord Beaconsfield an increase of his allowance. The actual occupant of the Throne and the Heir Apparent are so seldom in agreement that it has heretofore been understood that the Prince did not share the Queen's attachment to the Premier. The Prince was on good terms with Lord Beaconsfield, as he is with almost everybody; but nothing more. Why should he go to Hughenden? Why should not Lord Beaconsfield go to Sandringham, or look in quietly some day at Marlborough House, if the two wanted to chat together? Can it be true that his Royal Highness goes as a suppliant; and that he waives questions of etiquet in order to conciliate the mighty Minister who holds the purse-strings of the State, or who has at his back an obedient majority which holds the purse-strings?

It is an old story that the Prince wants money. The report that an application was to be made to Parliament for an increase of the yearly grant has been heard two or three times before. The response has always come promptly—quite unofficially but unmistakably. It has never been favorable. The feeling against voting any more money has been so strong that no Ministry has chosen to confront the House of Commons with such a proposal. The annuity fixed at the time of the Prince's marriage was £40,000 a year, with £10,000 a year more to the Princess. He gets in addition about £70,000 a year from the Duchy of Cornwall; and considerable sums from various colonelcies and other sinecures. But it is constantly urged that the expenses thrown on him on account of the Queen's retirement from ceremonial life are heavy; heavier than were contemplated when his income was settled; and heavier than he can discharge. To which the answer always is that these same expenses were provided for in the Civil List of the Queen; that they are actually paid for every year by the nation, and that if the Queen does not perform all the pageantry expected of her, and allowed for by her income, she should provide the Prince, who performs it in her place, with the means of paying for it. I never heard any sufficient reply made to this. And until some such reply is forthcoming I shall continue to disbelieve in any fresh application to Parliament. Powerful as Lord Beaconsfield is, he will think twice and thrice before he ventures to risk a hostile vote on such a question. The Prince's popularity would be invoked in vain. Everybody admits the hardship on him, but everybody says it is the Queen, and not the country, who should be called on to relieve him.

A notion prevailed at one time that the Prince was seriously embarrassed. It was alleged also that the Queen had offered to make some provision for him, on certain conditions to which he was not disposed to assent. But I have been told by one of the Prince's household, who is in a position to know, that his money troubles have been greatly exaggerated; that his debts have never grown to an unmanageable size; and that he is rather straitened than distressed. This is consistent enough with the known fact that some of the London tradesmen have declined proposals to supply Marlborough House; resisting the temptation to advertise themselves as purveyors to his Royal Highness, on the ground that they did not care to wait three years for their money. Anybody may figure as Court tradesman by paying a fee to the Chamberlain of the household; but between that and the dignity of actual purveyor there is a difference. What I say about tradesmen refusing this privilege, I have the best possible authority for in at least one case. The head of a large house in the West End told me that he had declined the proposals made him. "But, why?" I asked. "Simply because I could not afford it," he answered. He did not mean to be sarcastic. He was discussing it as a matter of business. The Prince himself may know nothing about such details. The hard realities of life are softened to him by the interposition of the various officers of his household, upon whom devolves the distressing duty of not paying bills when they are presented. The bills, however, do get paid sooner or later.

G. W. S.

GENERAL FOREIGN NEWS.

COURTESIES TO GENERAL GRANT.

THE GRAND BANQUET—THE TACON THEATRE VISITED.

HAVANA, Jan. 24.—The official banquet in honor of General Grant took place at the Palace last night, beginning at half-past 6 o'clock. About eighty persons were present, including General Callejas, the Vice Governor-General, the Intendants of the Treasury and Army, General Arias, Governor of the Province of Havana, members of the Municipality, the Bishop of Havana, and other distinguished persons. Those of the guests who are married were accompanied by their wives.

General Grant occupied the centre of the table, having on his right the wife of General Callejas, and on his left Mr. Mendoza, the Mayor of Havana. Opposite General Grant sat General Callejas, who had Mrs. Grant on his right and General Webb on his left. General Grant was in citizen's dress. General Sheridan and Colonel Fred Grant were in uniform. The ladies were plainly but elegantly attired. The dining hall and table were profusely and tastefully ornamented. Music was furnished by the Marine Band, stationed in the courtyard of the Palace, and the Band of the Engineer Corps outside on the square, playing alternately. The Palace was appropriately illuminated.

No speeches were made, but cordiality reigned, and General Grant expressed his satisfaction. The banquet was concluded at 9 o'clock. Afterward General Grant, General Sheridan and Colonel Fred Grant, with their wives, and Generals Webb, Arias and Callejas and their attendants, assisted at a performance at the Tacon Theatre, where the Spanish Zarzuela (comic opera) of the "Barbera de Lava-Pies," and the National Spanish Dance were performed.

The portraits of the King and Queen of Spain were suspended in front of the stage curtain. The intended reception by General Grant to-day of persons of social prominence in Havana has been postponed. General Grant will assist at a performance at the Payret Theatre to-night. Yesterday a Commission of the Casino Español invited General Grant to visit the Casino, and he accepted the invitation in very flattering terms. General Grant also sent a congratulatory telegram to King Alphonso on the occasion of the King's saint day.

ENGLAND ADVISED TO BE CAUTIOUS.

LONDON, Saturday, Jan. 24, 1880.

The Times, in a leading editorial article today commenting on the proposed increase in the German army, says: "What is disturbing in the matter is the vivid revelation it affords of the terrible condition of the armed truce in which Europe exists from day to day. By wisdom and firmness statesmen may avert a collision of these armed forces, but such an achievement will need incessant vigilance and patience. At such a time England ought to hold herself as free as possible from all unnecessary entanglements in order to be able, if necessary, to make her voice heard at some critical moment when the whole course of European history might be hanging in the balance."

A FRENCH NOTION AS TO PARNELL.

LONDON, Saturday, Jan. 24, 1880.

The Paris *Temps*, commenting on the sympathy shown Mr. Parnell in America, says: "Mr. Parnell has evidently been adroit in selecting the time for his American campaign. The Presidential election will be held in the course of this year, and the vote of 7,000,000 Irish electors is very important. There is no wish to embarrass the Irish, and this is why Mr. Parnell is supported. He will return to Ireland with a prestige of a great success, and the strength given by a respectable sum of money."

CANADIAN FREEDOM ADVOCATED.

MONTREAL, Jan. 24.—Mr. Perrault's new magazine, entitled *Canadian Emancipation*, is out. The following is the opening sentence of the first article: "In unfolding the flag of Canadian emancipation and commercial union with the United States, we answer the earnest call of patriots, citizens and business men all over the land."

FOREIGN NOTES.

LONDON, Saturday, Jan. 24, 1880.

The Board of Trade has awarded a piece of plate to the captain of the American schooner Fred A. Carle for saving a shipwrecked crew.

A committee of Spanish Senators and Deputies has draughted a new bill for the abolition of slavery, differing in some points from the bill adopted by the Cortes.

Numerous distinguished persons are expected to arrive at Rome to join in rendering homage to the Pope on the 7th of March on behalf of the scientific world.

The St. Petersburg *Golos* urges that the time has come for the beginning of a complete reconciliation with the Poles by placing them on the same footing as Russian subjects.

Bell's Life publishes a letter from Captain Bogardus, the American pigeon-shot, offering to wager £2,000 against £1,000 that he can kill 1,000 pigeons quicker than any man in the world.

The Italian Senate, after several days of debate, has resolved, by a vote of 135 to 73, to postpone the discussion of the Government bill for the abolition of the grist tax until the enactment of such a measure is feasible without prejudice to the finances of the country.

THE EUPHRATES AGROUND.

BALTIMORE, Jan. 24.—The British steamship Euphrates, from Rio Marina with a cargo of iron ore, is reported aground at Cedar Point, Patuxent River. The ice-boat Maryland has been sent to her assistance.

LAUNDRESSES ON STRIKE.

TROY, N. Y., Jan. 24.—Over 140 laundry girls struck yesterday for an advance of wages. Other starchers threaten to follow.

CRIMES AND CASUALTIES—BY TELEGRAPH.

DROWNED AT SEA.

GLOUCESTER, Mass., Jan. 24.—The schooner Plymouth Rock reports that on the 7th inst. three of her crew were drowned by the capsizing of a dory.

KILLED BY A TRAIN.

ALLENTOWN, Penn., Jan. 24.—George Dull was struck by a passenger train on the North Pennsylvania Railroad at Hellertown to-day, and instantly killed.

A FATAL BOILER EXPLOSION.

CLEVELAND, Ohio, Jan. 24.—A boiler explosion occurred at a sawmill in Transfer, Penn., this morning, instantly killing Joseph Grant and Seth DeGarmo.

A FAMILY QUARREL.

DETROIT, Mich., Jan. 24.—Henry Raschen and his uncle of the same name quarreled and fired revolver shots at each other last evening in a grocery store. The uncle has died from his wounds. The nephew was uninjured and is under arrest.

A GRAVEL TRAIN DEMOLISHED.

FRANKLIN, Mass., Jan. 24.—A gravel train, in filling in a deep pit near Franklin, caused by a wash-out a few years ago, was backing into the pit yesterday, when a connecting rod parted, and six long cars and five smaller ones started down a 25-foot embankment. All were completely demolished.

THE SITUATION IN MAINE.

A QUIET DAY AT AUGUSTA.

EVIDENCE AGAINST FUSIONIST CONSPIRATORS ACCUMULATING—ALL THE TROOPS UNDER ARMS—A PROCLAMATION DISPERSING THE FUSIONISTS EXPECTED SOON.

All the State troops in Maine are under arms, and the State Government is prepared for any emergency. Yesterday passed off quietly in Augusta. Governor Davis says he decided to call out the troops only after a great deal of evidence against the Fusionists had been gathered. There is some talk of issuing a proclamation next week ordering the Fusionist body to disperse. The mock Legislature has sent the questions published yesterday to the Supreme Court. An investigation of the reported enlistment of men by Fusion agents has been ordered by the Republican House. Governor Stone, of Mississippi, has recognized Governor Davis's title.

ALL THE TROOPS UNDER ARMS.

THE FORCE AT THE CAPITAL—EVERY EMERGENCY PROVIDED FOR.

AUGUSTA, Me., Jan 24.—There are no indications of an outbreak at this time, although considerable excitement still prevails. The Republicans claim that it was the presence of the troops that brought the Fusionists to their senses and induced them to refer their questions to the Supreme Court. The troops at the State House are quartered in the several committee rooms and lobbies. Good attention is paid to their wants, and they are apparently contented. Every military company in Maine will remain under arms until further notice.

Three companies of troops and a Gatling gun are now in the State House, but the soldiers were kept in the background during the day. The Gatling gun has its muzzle facing the front door of the State House, and commands the terrace. Stoves were put in the cellar to cook the rations of beef, etc. Not much service is required of the troops during the day time, most of the duty being done at night, when there are frequent reliefs, about half the force being on at one time. The arrangements are such that the whole force could be brought into line in a moment, ready for action in case of an attack. There is a patrol about town, watching carefully for any suspicious movements, and trusty men are posted in every town to give instant information in case of any threatening demonstrations. The military authorities and the Governor are both in readiness for any movement of the kind. A commercial traveller, who has just been through the State, says he sold 200 revolvers and fifty Springfield rifles.

Sentinels were placed to-night outside the State House, and the corridors are all guarded. Colonel White, of Bangor, was telegraphed to to-night to guard the State Arsenal in that city.

STRONG EVIDENCE OF A CONSPIRACY.

GOVERNOR DAVIS SAYS THE EVIDENCE AGAINST THE FUSIONISTS FORCED HIM TO CALL OUT THE TROOPS—RUMORS OF A COMING PROCLAMATION DISPERSING THE FUSION BODY.

AUGUSTA, Me., Jan. 24.—The Republicans were in very good spirits this morning, and many urged that the Fusionist body be dispersed. They declare that if there is a conflict the responsibility will rest with the Fusionists. "No feeling any longer" was the sentiment of the Republicans to-day.

There is a feeling here that there will be outbreaks at Lewiston and Biddeford if the Fusionists are dispersed. Governor Davis will not issue a proclamation commanding them to disperse until he has exhausted every peaceful resource; but he will not give them an undue amount of time for deliberation. He considers that the majority of the Fusionist Legislature are the dupes of Pillsbury and other men.

If the Fusionist Legislature should go to Biddeford, it is likely to find the doors of any hall it may engage guarded by soldiers. The Mayor and Council of Biddeford say the Fusionists may use the City Hall.

Governor Davis said to-night that he has not felt a single regret since he took the decisive step of calling the troops to the State House. The step had been urged upon him for several days by his military advisers; but not until the evidence of a conspiracy to seize the State House had accumulated to a startling amount did he feel justified in exercising his prerogative as Commander-in-Chief. The strain upon republican institutions has been great throughout the whole controversy. He cannot see a shade of arbitrary action in employing the citizen soldiery of the State to protect the Government recognized by the Supreme Court. When all the evidence of a conspiracy is ready for the press the public at large will, he says, see how wise this action has been. The Governor is gratified to see how universally the press of both parties has upheld the right in Maine.

Governor Stone, of Mississippi, has officially recognized Governor Davis's title.

HOW THE FUSIONISTS TALK.

A SAMPLE FROM MR. PILLSBURY'S JOURNAL—UNMISTAKABLE SIGNS OF NERVOUSNESS.

AUGUSTA, Me., Jan. 24.—The Fusionists show unmistakable signs of nervousness over the state of affairs. The following appeared this morning in Mr. Pillsbury's journal, *The Daily Standard*:

Men of Maine, the next article on the programme is to disperse by force the Legislature convened in Union Hall. Are you, as freemen, willing to submit to this outrage? See to it that your Representatives are protected. This is the culmination of the outrage inflicted upon the Democrats and Greenbackers by the stalwart pimps of the Republican party. Where the man who will now step out of our ranks and side with the cowardly men intrenched in the State House, who tremble at the sounds of their own voices and do not feel safe unless backed up by the bayonets of the State militia? Let the end be what it may, history will read that Corporal Davis was the first man in the State of Maine to authorize an array of bayonets at the State House to keep from its portals citizens of the Commonwealth.

The Fusionist "Governor," Smith, hints that the Republicans may get all the fighting they want. Captain Black, of the Fusion staff, says that all he asks is to be arrested. It is reported that a case of carbines is secreted at his down-town office.

A. F. Gould, legal adviser to the Fusion Government, characterizes the moving of troops here as a desperate act, which is certain to redound to the political advantage of the Fusionists. "It is," he says, "the biggest blunder yet made by the Republicans."

"Speaker" Talbot told a reporter to-day that his home needs protection more than the Republicans.

"Secretary" Sawyer is out of town.

THE MOCK LEGISLATURE.

AN ADDRESS TO CONGRESS AND THE PEOPLE TO BE PREPARED—THE QUESTIONS TO BE SENT TO THE SUPREME COURT.

AUGUSTA, Me., Jan. 24.—The Fusionists again met in Union Hall to-day. Their ranks are thin, as many have gone to their homes.

In the House Mr. Dickey offered the following order, which was passed:

That a committee of one from each county be appointed by the House, with such as the Senate may join, to prepare a memorial to Congress and an address to the people of this State, setting forth the facts relating to the organization of the House and Senate, on the first Wednesday of January, and all the facts relating to the choice of Governor, also the members of the Council, and the State officers, and all facts connected with the Legislature which may be deemed of importance by the committee.

Mr. Ingalls said that in submitting to the Court, "we should understand that every man of this organization shall remain here until the decision of the Court is received."

The House then voted to send questions to the Justices of the Court. The Senate voted to concur with the House.

A communication was received from the National-Greenback Committee of New-Hampshire, advising the Fusionists to stand firm to the bitter end, and if need be, fight for their rights.

Both branches then adjourned until Monday next.

Henry Ingalls, chairman of the House Committee on Questions, went to Bangor this afternoon as the bearer of the questions submitted by the Fusionists to the Court.

REPUBLICAN INVESTIGATIONS.

AUGUSTA, Me., Jan. 24.—The Republican Senate adjourned to-day until 4 p. m. Monday, without transacting any business.

In the House, the Committee on the Judiciary was ordered to inquire what action, if any, is necessary to prevent any person or persons from falsely pretending to assume the functions and duties of any of the State officers. The act in relation to the State seal, records and documents, and certain public officers and their duties, was passed.

Mr. Hutchinson presented the following:

Whereas, Information has been received that a certain person has been engaged in enrolling and enlisting men in a manner and for purposes unauthorized by the laws of this State; and

Whereas, Such enlistments and organizations tend to a disturbance of the public peace, and to disorder and revolution; therefore,

Resolved, That a joint committee of seven on the part of the House, with such as the Senate may join, be appointed for the purpose of investigating the truth of such reports, and to ascertain what action, if any, should be taken, and make a report of their doings to the House. Said committee to have power to send for persons and papers.

The resolution was passed, and the committee was appointed.

The House then adjourned until 11 o'clock Monday morning.

RAILROAD INTERESTS.

UNION OF PACIFIC RAILROADS.

CONSOLIDATING THE UNION PACIFIC, KANSAS PACIFIC AND DENVER PACIFIC RAILROADS.

The consolidation of the Union Pacific, Kansas Pacific and Denver Pacific Railroads was perfected yesterday by the unanimous vote of the directors of the three companies. The union of these roads has been contemplated for a long time. It was proposed last Fall, when the Wabash and the St. Louis, Kansas City and Northern Railroads were consolidated, to place them all under one management. The project was abandoned, however, on account of the opposition of some of the largest stockholders of the consolidated Wabash company. It is still believed by many that the union of these systems, which are controlled by virtually the same owners, will be accomplished finally.

Nearly all the directors of the three Pacific railroads were present yesterday at the meeting which was held at the Union Pacific office. There was no opposition to the proposed consolidation. A large majority of the stock of the companies was represented by the persons present at the meeting. A paper which was prepared after the adjournment of the meeting for the approval of the stockholders of the Kansas Pacific Company received in a short time the signatures of the holders of more than two-thirds of the stock of that company. There is no doubt, therefore, that the consolidation of the roads will be ratified by the stockholders of the companies.

The stock and funded debt of the companies will not be changed in amount by the consolidation. The new company will issue stock to the exact amount of the combined capital of the three companies, and the bonded debts will remain a lien upon the divisions of the road upon which they were originally placed. The capital stock of the Union Pacific Road is $36,762,300, and the funded debt, exclusive of United States subsidy bonds amounting to $27,236,512, is $50,188,000. The road was opened for traffic on May 10, 1869, when connection was made with the Central Pacific, which was completed on the same day. Besides the main line extending 1,034 miles from Omaha to Ogden, the company controls branches over 500 miles in length. The Kansas Pacific Company has a capital stock of $9,689,950, and its funded debt consists of the consolidated mortgage of $30,000,000 which was placed on the property of the company on its organization in May, 1879. Of this issue $24,000,000 were reserved exclusively for the conversion of the outstanding funded debt, except that due to the United States. A plan was made for the exchange of bonds according to a scale from par to 50 per cent of some, and 30 per cent on others. The reduction in the securities caused some opposition, which it is understood has been conciliated. The Kansas Pacific extends from Kansas City to Denver, with a short branch from Lawrence to Leavenworth. The road was completed in September, 1870, and in 1873 the property was placed in the hands of receivers, the company having defaulted in the payment of interest on its funded debt. It was reorganized in May, 1879. The Denver Pacific, extending from Denver City to Cheyenne, 106 miles, connects the Union and Kansas Pacific Roads. It was built under the charter of the Kansas Pacific, which was then known as the Eastern Division of the Union Pacific. The road was opened in 1871. Its capital stock is $4,000,000 and the funded debt, according to the latest statement, is $2,271,000. The capital stock of the consolidated company will be therefore $50,452,250.

The new company will be called the Union Pacific Railway Company, and the officers chosen yesterday were the former officers of the Union Pacific: Sidney Dillon, president; Elisha Atkins, vice-president and Henry McFarland secretary and treasurer. The directors of the new company are: Frederick L. Ames, Boston; Carlos S. Greeley, St. Louis; Ezra H. Baker, Elisha Atkins and F. Gordon Dexter, Boston; Sidney Dillon, G. M. Dodge, Russell Sage, Jay Gould, Solon Humphreys, David Dows and Thomas T. Eckert, New-York; William L. Scott, Erie, Penn.; S. H. H. Clark, Omaha, and John Sharp, Salt Lake City. Of these, twelve were directors of the former company. Carlos S. Greeley, who was a director in both the other companies, to M. Dodge, who was director in the Kansas Pacific, and Thomas T. Eckert, president of the American Union Telegraph Company, take the places of James R. Keene, Addison Cammack and W. A. H. Rowland. Sidney Dillon and Jay Gould were directors in the three companies.

The Directors yesterday expressed great pleasure at the result of the meeting. In regard to the reported claim of Henry S. Dakin for the transfer to him of stock issued by the Kansas Pacific under its original name, it was said at the office of the company that the stock would be good if it had not been "wiped out."

JAY GOULD'S POSITION.

Nathaniel Niles, Government Director of the Union Pacific Railroad, said last evening to a TRIBUNE reporter that the organization of the old company would continue, and the Board of Directors would continue to exist; the new board would be rather supervisory. Jay Gould, he said, had resigned from the directory of the old company, but had accepted a position on the board of the consolidated organization. He added that he knew of no reason for Mr. Gould's resignation, except that it might be to lessen his personal cares. Mr. Gould's interest in the road, continued Mr. Niles, will continue. It is possible that Mr. Gould considers his retirement from the Union Pacific directory as an indication that the stock will cease to be considered to be of a speculative character. It has been so considered of late, and it is the desire of the management of the road that it should be more sought after for permanent investment. It is at present being largely absorbed abroad, and on the basis of its earnings the stock should sell at 110.

Each of the roads in the consolidation is on a paying basis, and are all consolidated on an equal footing. The consolidation in no way affects the interests of the Government or of the stockholders of either of the roads, except that it is an arrangement highly advantageous to all these interests. The enhanced value of the combined roads is not easy to estimate. There is a great saving in the expense of management, in the salaries of officials, and an increase of facilities in transferring rolling stock from one road to another. In effecting this consolidation there was perfect harmony among all the boards of directors, and among all the individual members of them.

TELEGRAPHIC NOTES.

A SIGNAL SERVICE STATION IN DISFAVOR.

PORTLAND, Me., Jan. 24.—Complaint has again been made by the shipping interest against the Signal Service Station here, danger signals having been kept flying too long.

A CURLING MATCH ENDED.

ARNPRIOR, Ont., Jan. 24.—The final game of the curling match between the Vice Regal and Arnprior Clubs for the Caledonian medal, here to-day, resulted in favor of the latter by two shots.

THE SAVANNAH SPRING RACES.

SAVANNAH, Ga., Jan. 24.—The Spring meeting of the Savannah Jockey Club closed to-day. Emily F. won the Lamar stakes. Lucky Hit won the second race, a mile dash, and Dalgasian took the hurdle race, mile heats.

HAIGH'S DRAFT TO BE HELD.

PHILADELPHIA, Jan. 24.—The injunction forbidding the Central Bank from paying with a draft for $2,950 25, payable to the order of J. Lloyd Haigh, has been made permanent. Conway & Co. applied for the injunction.

AN ENGINE LEAVES THE TRACK

THE ACCIDENT ON THE ELEVATED ROAD.

LEAP OF AN ENGINE ON THE METROPOLITAN LINE INTO EIGHTH-AVENUE, NEAR ONE-HUNDRED-AND-FORTY-FIFTH-STREET—FALLING TWENTY-FIVE FEET WHILE GOING AT HIGH SPEED—THE CONDUCTOR'S MISTAKE—A NUMBER OF MEN INJURED.

The accident on the Metropolitan Elevated Road near One Hundred-and-forty-fifth-st., which occurred early yesterday morning, and which was reported in THE TRIBUNE, does not prove to be as serious as was at first feared. The switch was properly set for the approaching train to cross to the other track at that point, but the engineer did not expect to cross over until he had reached One-hundred-and-thirty-fifth-st. The train was going very fast and therefore leaped from the rails. Six men are reported injured.

DETAILS OF THE DISASTER.

The accident upon the West Side Elevated road near the One-hundred-and-forty-fifth-st. station, which occurred early yesterday morning, and which was briefly noted in yesterday's TRIBUNE, proves to have been more remarkable in the escape of the persons on the locomotive engine and in the coach than in the injuries which were inflicted. At the close of each day's work the employés of the company who have gone to the northern terminus at One-hundred-and-fifty-fifth-st. by the later trains are sent home in a special train, which is known as the "Emigrant" train.

The last up train on Friday night started for Harlem at 12 03, and upon its arrival the return train moved away with twenty-seven conductors, engineers, brakemen and ticket takers in the coach attached to Engine No. 19, on which were Engineer Richard Kirkwood, Conductor Edward Williams and Fireman John H. Constantine. Conductor Williams has had charge of this train for some time, and told the engineer, as the start was made, that he didn't care how soon Eighty-first-st., where the first stop was to be made, was reached. The train pulled out with speed, and soon was rushing along with great rapidity on the up-track, this being used, as on the down-track the trains were standing in readiness for the beginning of the day's work at 5:30 a. m.

For two days the regulation had been in force for the train to cross over to the down track at the switch just south of the One-hundred-and-forty-fifth-st. station. Before Thursday morning the "cross-over" had been made at the next station, below, at One-hundred-and-thirty-fifth-st.

HOW THE ACCIDENT OCCURRED.

This train, running at a high rate of speed, struck the switch which was properly set to turn it from the main track across to the other side, and bearing heavily against the down side of the switch rail, forced it slightly out of position, so that the forward wheel of the engine grazed the point of the frog at the first crossing, chipping out a piece of the rail about as large as a silver quarter. It is thought that this may have bent the axle of the forward truck, which was found to be bent after the accident; and this would have caused an irregular motion of the wheels, which would sufficiently account for the further course of the engine.

On reaching the middle track the wheels at the right cut the wooden guard-rails on that side of the track down as far as the next curve, which carried the train on to the outside track, or regular down-track. At the point where it left the middle track there is a wooden "frog-shaped" guard, which was badly cut up, and seems to have given direction to the engine toward the side at which it fell, some of the indentations being several inches deep. At this point the engine broke away from the coach, and carrying with it the forward truck of the coach, leaped the outer guard rail and fell to the ground. It struck on the left lower corner, in the soft earth, and settled back into an upright position. It is supposed that it is to this manner of falling that the injured men owe their lives.

A hydrant that stood directly under the track was badly broken by the falling engine. The outer guard rail and the foot-path were carried down at the same time. The coach, freed from the engine, continued on between the outer and middle tracks, striking and demolishing one of the empty cars that stood upon the latter track. Every seat in the coach was broken, and the men were thrown about, and some of them slightly injured.

The three occupants of the engine were more or less severely injured, the conductor, Edward Williams, receiving hurts which it was feared might prove fatally. These men were speedily rescued from the wreck by the police and residents of the vicinity, and sent by ambulance to the Reception Hospital in Ninety-ninth-st. The distance which the engine fell was twenty-five feet.

The occupants of the coach, which remained upon the structure between the tracks, were not much injured, although much shaken up and somewhat bruised by the jolting. The coach ran into one which was standing upon the third track and tore away its platform and otherwise injured it. It was this collision, doubtless, which prevented the moving coach from following the engine into the street. It is regarded as little less than miraculous that such an accident could have occurred with so little harm. The engine was going at the rate of thirty miles an hour when it plunged into the street, twenty-five feet below.

THE SCENE OF THE DISASTER.

The place where the engine fell is about 100 yards south of the One-hundred-and-forty-fifth-st. station and between One-hundred-and-forty-fourth and One-hundred-and-forty-third-sts. Many residents of the vicinity and even those from some distance were drawn to the spot by the noise of the accident, and the scene in the bright moonlight was one of great confusion. Steam roared in the broken boiler and threatened an explosion for a time. But not one of the injured men was so severely hurt that his groans lent added horror. They were soon removed, those most seriously hurt being carried to a public house near by until an ambulance arrived.

A dispatch sent to Rector-st