New-York Tribune.

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CRUSHED IN AND SUNK.

TWO EXCURSION BOATS IN COLLISION.

THE GRAND REPUBLIC RUNS DOWN THE LONG BRANCH STEAMER ADELAIDE IN THE NORTH RIVER—THE SMALLER BOAT NEARLY CUT IN TWO—THE CREW AND ONE PASSENGER RESCUED—STATEMENTS OF THE PILOTS.

The Long Branch steamer Adelaide was run down in the North River off King-st. last night by the excursion steamer Grand Republic. She was struck on the port side forward of the wheel-house and nearly broken in two. Only one passenger, a woman, was on board the Adelaide. She and the crew were rescued. The Adelaide was towed to the foot of Bank-st., where she sunk in 18 feet of water. The Grand Republic sustained slight damage.

DETAILS OF THE ACCIDENT.

The steamer Adelaide had landed about a hundred passengers from Long Branch at the West Twenty-second-st. pier yesterday evening on her regular return trip from the iron pier, and had started for her berth at the Lehigh Valley Coal Docks, in Jersey City. She was steaming down near the New-York shore when the Grand Republic was sighted coming up on the same side. It was twenty minutes before 8, and yet light, and it was remarked that her lights were not up. The Grand Republic, like the Adelaide, had landed her passengers—the Sunday-school of Plymouth Church, with which she had just returned from an excursion. The Adelaide changed her course, pointing obliquely across the river toward the New-Jersey shore, and blew her whistle once as a signal to the Grand Republic to pass to the right of her. The Grand Republic replied with two whistles, signifying that she would do nothing of the kind, and the Adelaide, insisting on the right of way, repeated her signal. Both steamers kept straight on their way until they were too close together to avoid a collision. The Grand Republic then reversed her engines, but it was too late. As the Adelaide crossed her bow she struck her just forward of the wheel-house on the port side, breaking through her timbers and bulwarks and crashing into her boilers.

Some of the Adelaide's crew, that numbered altogether eighteen or twenty men, sprang on board the Grand Repbulic when the collision occurred. The others busied themselves in getting out one of the injured steamer life-boats, a task that was not easy in the confusion. The only passenger in the Adelaide was a woman who had come from Long Branch. She had intended to get off at the pier, but had unconsciously been carried on her way to Jersey City. In the excitement she did not get on the Grand Republic, and was taken off in a small boat. A negro jumped in the boat from the wreck, and nearly upset it. The woman's clothes were therefore ruined by the water, and she was taken to Captain Fisher's house and provided with dry garments.

The accident had been observed from the shore, and several tug-boats started to the assistance of the steamers at once; on these the remainder of the crew and the one woman passenger of the Adelaide were taken on board and safely landed.

The Adelaide filled rapidly and began to sink immediately. As soon as the vessels could be disengaged the Grand Republic backed away a few feet, and lay to for a quarter of an hour offering assistance. As none was needed, she went on her way to her dock, apparently only slightly injured. Four tug-boats pulled the sinking Adelaide toward the Bank-st. dock. She went under about fifty yards from that point in eighteen feet of water. A reporter who visited her in the evening found the bow submerged and the stern about fifteen feet above the water. The upper portion of the wheel-boxes was visible and the smoke-stack was unshaken by the collision. Forward of the wheels were broken boards and splintered timbers. The gap in the steamer's side was buried out of sight. The crew of a tug with the pilot and engineer of the wrecked steamer was taking a stout hawser ashore to secure the wreck in its position. It was settling fast in the mud so fast that the reporter and the pilot were compelled suddenly to take to their boats to avoid going down with her. The tide was rising also, and in half an hour what had been visible of the steamer had nearly disappeared under the water, except the smoke-stack and the flag-staff on the stern, on which hung a lonely lighted lantern.

WHAT THE ADELAIDE'S PILOT SAYS.

After the Adelaide was towed up to the foot of Bank-st. the officers left her, and the engineer was the only person in charge during the evening. Shortly before 11 p. m. the pilot, J. V. P. Long, reached the wreck on a large wrecking steam tug. He refused to give any information whatever about the disaster, on the ground that Captain Fisher, who was in the pilot-house when the collision occurred, was the proper officer to make such statements.

"But it is claimed that no one was in the wheel-house for several minutes before the accident?" said the reporter.

At this the pilot became very angry, and blurted out, "Well, I say that any such statement is false."

"It is said that the man in the pilot-house was seen running aft before the collision. What have you to say in answer to that?"

"I have simply to say that I stood at the wheel of this boat until she filled with water."

"What signals, if any, were exchanged between you and the other pilot?"

"We blew one whistle, and the pilot of the Grand Republic blew two."

"Well, what does all that mean?"

"Our one whistle meant that each boat was to go to the right. The other pilot should have answered with one whistle, showing that he understood us, and intended to keep to the right. Instead of that he blew two whistles, meaning that he intended to keep right ahead."

Mr. Long then walked away considering that a perfectly satisfactory explanation.

"Did each pilot then become stubborn and refuse to change his intention?" asked the reporter, following the pilot to a distant end of the boat.

"I don't know what you call it. We were perfectly right. We gave the first signal and stuck to it all the way through."

"Did you not see that the two boats would come in collision?"

"Certainly I did. I said to the Captain that it looked as if she would run into us. The Captain was in the pilot-house and had charge."

"What did the Captain say?"

"He told me to repeat the signal, and I did. The pilot of the Grand Republic answered with three whistles. He then rang to back the boat, but the two steamers were then too close together to avoid the collision."

"The officers of the Grand Republic say that those who had charge of the Adelaide were in fault. How about that?"

"The condition of this boat looks very much like it. The Grand Republic struck this boat amidships. How, then, could we be at fault?"

"How far out in the stream were you at the time?"

"About one-third of the way across the river. We were going to the coaling station at the foot of Hudson-st., Jersey City. There was plenty of room for the Grand Republic to pass to the right after she had received our signal."

"How far apart were the two boats when the first signal was given?"

"Well, it is pretty hard to judge, but I should say about a half mile."

At the time the pilot was making this statement the hurricane deck, which was the only part of the vessel above water except a life-boat, the smoke stack, the pilot house and a flag pole, was crowded with reporters. "The boat is moving again," added the pilot in a cool way, as he ran to get on board the tug. "Yes, she is going down," said one of the deckhands, as he too rushed for the tug. A scramble was then made for the rowboats which the reporters had hired to get to the vessel. As the last reporter got in his boat a wave rushed over the hurricane deck, and in a moment the lifeboat was floating in the water above the submerged deck.

A TALK WITH THE PILOT OF THE GRAND REPUBLIC.

The Grand Republic proceeded to the dock at the foot of Twenty-fourth-st., North River. The captain, John A. Pease, had gone to his home in Brooklyn, soon after the steamer tied up. The pilot, Luke Schanck, the chief-engineer, Samuel C. Wise, and the wheelman, Abraham Decker, were found on board. Pilot Schanck made the following statement to a TRIBUNE reporter:

"The Adelaide was coming down the river from Leroy-st. We gave two whistles, but she kept right on, and struck on our bows, just forward of her wheels. She didn't answer when we blew two whistles for her to go to the port side. We blew again, and at last, as she didn't heed that, we rang four bells, one to slow up, one to stop, and two to go back. Then, as she didn't heed that I gave the chief-engineer a jingle bell, to do all he could, which was answered. The other boat never slowed or stopped. The only time I saw her stop was when we went into her. If she had slowed and stopped, there would have been no collision. After she backed out the route of the Grand Republic, Mr. Hatfield lowered a boat, which took about three minutes, and rowed off to the Adelaide to see if he could save any lives. He found none in danger. The Adelaide didn't sink to the bottom at once, but was towed to shore by tugs. He remained near the place about fifteen or twenty minutes after the collision."

"When did you give your first signal to the Adelaide?"

"When she was about a quarter of a mile off. The second signal we gave when she was about half that distance, and the third when she was about three hundred yards off. There were in the wheelhouse at the time, with me, Abraham Decker, the wheelman, and George C. Schanck, my son. The Grand Republic had hardly any headway on. The Adelaide didn't even slow down. We struck her twenty-five or thirty feet forward of her wheel-house—about where her boiler is, I judge. She really ran into us. She circled round our bows with a sweep, and ran on to us. I have been pilot on the Grand Republic ever since she was built."

Samuel C. Wise, chief engineer of the Grand Republic, added to the pilot's statement the following:

"I did all I could—answered the bells as the pilot called them. We had landed Mr. Beecher's party at Jewell's Dock, Brooklyn, at 7 o'clock, and started for Twenty-fourth-st. to lay up for the night. We heard the sun-down gun as we went round the Battery, and three minutes after that the collision took place. The Grand Republic is not injured materially—a piece of her cut-water was carried away, which will take only four hours to replace, after it is made. She will run to-morrow. The Adelaide also had landed her passengers. We were in mid-stream. The Adelaide was on our starboard side. She struck with force enough to sink her, and she did sink in about five minutes. No one on our boat was injured except the wheelman, who was hurt by the flying of the wheel."

Decker, the wheelman, said that he didn't take time to see how he was hurt, but his right arm was disabled, probably by blows from the spokes of the wheel.

CAPTAIN FISHER TO SPEAK TO-DAY.

Captain Fisher, of the Adelaide, was at his house, No. 6 Renwick-st., last evening, but refused to see anyone. E. J. Campbell, the general manager of the boat, said that the captain would prepare his statement for the Inspector of Steamboats, and that it would be given out to-day. "Three things," he said, "are in favor of the Adelaide—the right of way, lights and whistles. The only thing I care to say to-night is that the Grand Republic didn't put her lights out until 8:15—twenty-five minutes after we left our wharf."

ESCAPES FROM THE ADELAIDE.

The bar-tender on the Adelaide said to a TRIBUNE reporter that he was below when the crash came. He had to leap over a rod five feet high, he said, in order to get out of the room. Thence he escaped to the Grand Republic.

One of the deckhands of the Adelaide, whose name was said to be Cammel, said: "I was forward when we were struck by the Grand Republic. The steam immediately began to escape, and it burst out so fiercely that another of the deck hands was thrown into the water by the force. He pitched down in under the wheel, but was rescued. I saw that the Grand Republic had no lights out, although it was after sunset. I got on board the Grand Republic from the Adelaide, and found that they didn't know how to lower their boats. The halyards were furled, and finally another deck-hand of the Adelaide and I came to the assistance of the mate of the Grand Republic, and we got the boat off." Both the barkeeper and the deck-hand lost all their clothes except those they had on.

STORY OF A DISINTERESTED SPECTATOR—ON SHORE.

E. G. Bates, a young man who saw the collision from a pier near by, said that the Grand Republic did not back water before the two steamers struck. They remained together for a minute or more before they parted. The escaping steam made a huge cloud, and through it could be seen the excited men on board the two steamers. Two men could be seen on the hurricane deck of the last, and at one time it seemed as though the tugs would not get their lines on the Adelaide before she sunk out of sight.

ONE MAN SEVERELY INJURED.

James E. Roe, the second engineer of the Adelaide, was in the engine-room when the accident occurred. He had had no warning of the disaster, so when the crash came he was knocked off his feet and thrown against a door, which was fastened. His weight burst this open, and he fell among some goods stored in a room opposite. He was badly injured about the hips. He managed to reach the upper decks in time to save himself, but not before the water poured into the engine-room. He and the bartender were the only persons who were below decks at the time of the collision.

The only life lost was that of a dog called Moody. He was a brother to another dog named Sankey. These two creatures had been playmates for a long time, but the career of Sankey some time ago came to an end. He was shot. He had bitten a boy and was thus punished. Moody was then sent to Buffalo on a canal boat, but in a short time he returned by another canal boat, and went straight to his master's house. He was then put on board of the Adelaide, and his master last night was lamenting his loss.

THE SUNKEN STEAMER.

The Adelaide was a saloon steamer with three decks, licensed to carry 1,900 passengers. She was 230 feet long, 34 feet wide, and 11 feet deep. She was 1,000 tons burden, and was valued at $50,000. The Adelaide was built about twenty-five years ago to run to California. This scheme was, however, abandoned. She was then bought by the International Steamship Company to run between Boston and St. Johns, N. B. After that she was bought by a Baltimore Company to run between Baltimore and Norfolk. About two years ago the boat was purchased by a local company to run as an excursion steamer. The demage done to her hull and machinery cannot probably be repaired for less than $20,000. It was stated that she was the property of Martin and Butler. John Butler, one of the owners, was said to be a delegate to the Cincinnati Convention. She made daily trips to the Iron Pier at Long Branch, and was considered a seaworthy boat. Her captain, Benjamin J. Fisher, is old in the service.

A SUMMER NIGHT'S FESTIVAL.

The first of the Liederkranz Society's Summer-night festivals, for this season, was given last evening at Terrace Garden, Fifty-eighth-st. and Third-ave., and was very well attended. The garden was brilliantly lighted with gas and hundreds of Chinese lanterns of all shapes and sizes. German and American flags twined around the trees and columns of the buildings. The music pavilion was occupied by Leopold's band. At about 10 o'clock the large dancing hall was lighted and dancing began. Later in the evening some fifty members of the society sang the "Romans Kapittel," and tableaus representing statuary were given on the stage.

FIREWORKS ON THE SEA-SHORE.

The real opening of the season at Manhattan Beach may be said to have taken place last evening. The weather was all that could have been desired, and there was a large number of people present. Gilmore's band occupied the music pavilion, and their performance of popular selections was warmly applauded. Mr. Levy won his share of the applause. The principal attraction of the evening was the pyrotechnic display given by the Alexandra Exhibition Company, under the immediate direction of James Pain, of the Alexandra Palace, London.

An inclosure embracing four acres of land, with seating accommodation for 5,000 people and standing room for 10,000 more, had been erected north of the pavilion, between the railway tracks and the bay, for the display of fireworks. The approach of darkness was the signal for a rush of visitors to the inclosure, and when the first salute of aerial maroons was fired from the mortar a few minutes after 8 o'clock, there were not less than 5,000 people within it. The principal attractions were wheels of life, asteroid rockets, detaching from parachutes, colored rockets, mammoth shells, golden waterfall, fiery dragons, etc. The great feature of the exhibition was "The Castle and Bridge of St. Angelo, Rome." It was seventy feet long and fifty feet high, and was probably the most successful piece of pyrotechnic art ever displayed in this country. It elicited much applause. The evening was well advanced before the visitors felt like leaving the fairy scene presented in front of the hotel; but the Manhattan Railroad Company ran trains until all who desired to return to the city had done so. The firework exhibition is to be repeated every Saturday night, and the company promises a different programme on each occasion.

THE VETERANS' EXCURSION.

A SUCCESSFUL TRIP UP THE HUDSON—6,000 SAILORS AND SOLDIERS AND THEIR FAMILIES ENJOYING THEMSELVES.

The excursion to Alpine Grove which John H. Starin gave to the Union veteran soldiers and sailors of the late war, yesterday, was successful in every respect. The day was delightful, the trip up the Hudson was enjoyed by over 6,000 persons, and the welcome which the seven well-loaded barges received along the river was a right royal one. The steamer Black Bird led the long line, and on board of her were John H. Starin, Justice Bankson T. Morgan, who had the general charge of the excursion, General Anson G. McCook, Senator Robert H. Strahan, General John Cochrane, General Henry A. Barnum, General D. F. Burke, General D. E. Gregory, Colonel John W. Marshall, Colonel F. Seibert, Colonel J. A. Joel, Colonel Joel A. Stevens, Colonel Francis Williams, Colonel R. S. Morgan, Colonel Richard H. Greene, Colonel W. L. Tidballs, Colonel George F. Hopper, Lieutenant-Colonel J. H. Storey, Mayor William Bullard, Major Joseph Forbes, Major George W. Cooney, Captain Thomas Hampstead, Captain W. S. Reddy, Captain George Stuppel, C. K. Graham and George V. Vellfort. The Philadelphia Post, of the Grand Army of the Republic, was represented by Post-Commander Charles W. Schwellcman, J. Spencer Smith and W. H. Winter.

The Black Bird took her passengers aboard at the foot of Cortlandt-st., and after steaming around for some time went to the meeting place off South Brooklyn. One by one the barges Nellson, Sumner, Arthur, Warren, Myers, Haskell and Morton appeared, and were arranged in line. The sight, as they started up the river drawn by three tugs and a tow-boat, was picturesque. Gay flags and streamers were flying from the masts, and the decks of the barges were filled with soldiers and sailors and their families. Refreshments were sold on all the barges and one-third of the gross receipts will constitute a fund for the decoration of the statues in Central Park. On the barges were representatives from all the Grand Army posts in New-York and the adjacent cities. Among the posts were the Phil Kearney No. 8, Farragut No. 75, Joe Hooker No. 21, J. C. Rice No. 9, Rankin No. 10, E. A. Kendall, No. 100, Abraham Lincoln, No. 13, Barbara Frietchie, No. 11, Sumner, No. 78, Reno, No. 44, Cameron, No. 79, Kolten, No. 32, Wadsworth, No. 87, George G. Meade, No. 38, and Riker, No. 62.

A band was on the Black Bird, and the lively music and the trotting whistles made the trip up the river an animated one. National airs were played as the boats passed the man of war, which returned the compliment by dipping their colors. Mr. Starin left the Black Bird at Manhattanville, and as he went up the wharf he was cheered again and again. An hour before the boats reached the grove an excellent dinner was served. After a few hours spent in dancing and resting at the pleasant grove, the party returned to New-York, and on their way down resolutions complimentary to Mr. Starin's liberality were unanimously adopted.

GENERAL GARFIELD IN PENNSYLVANIA.

GREETED BY A LARGE CROWD—SENATOR CAMERON AT HAND.

HARRISBURG, June 19.—General James A. Garfield arrived here to-day at 12:10 o'clock. He was met at the depot by a large crowd and made a brief speech.

"Speeches were also made by Congressmen Conger, of Michigan, and Williams and Humphrey, of Wisconsin."

In compliance with a telegraphic request from General Garfield Senator Cameron met him at the depot and accompanied him West.

PITTSBURG, Penn., June 19.—General Garfield passed through here this evening. In response to calls for a speech, General Garfield said:

GENTLEMEN: I would rather be excused from making a speech. There will be plenty of speech-making between now and November. I understand that Pittsburg is all right for the party and that you are prospering here in your industries. Hoping we will all have a good time between now and November, and thanking you for your reception, I bid you good evening.

PRIZE SPEAKING AT HAMILTON COLLEGE

[BY TELEGRAPH TO THE TRIBUNE.]

CLINTON, N. Y., June 19.—The exercises of the sixty-ninth commencement week at Hamilton College began this evening. The audience was a large and interested one. Among the gentlemen on the stage were: the Rev. Dr. Prime, of *The New-York Observer*; Judge Davis, of California; the Rev. Dr. Curtiss, of Utica; Dr. Bacon, of Syracuse; the Hon. Francis Brewer, of Westfield. The declamations in the contest for the McKinney prize aroused much enthusiasm. The programme was as follows:

JUNIOR CLASS.

Extract from Farrar—George E. Brewer, Westfield.
Anonymous extract—Herbert S. White, Forestville.
Extract from Curtis—Alonzo J. Whiteman, Dansville.
Extract from Curtis—Frank S. Williams, Clinton.

SOPHOMORE CLASS.

Extract from Schurz—Worthington C. Miner, Buffalo.
Extract from Terry—Herbert H. Parsons, Westfield.
Extract from Headley—David R. Rodger, Hammond.
Anonymous extract—James M. Tredway, Oswego.

FRESHMAN CLASS.

Extract from Phillips—Albert Abeel, Richfield Springs.
Anonymous extract—Carroll L. Bates, Titusville.
Extract from Taylor—S. Frank Engs, Jr., Brooklyn.
Anonymous extract—George T. McAdam, Rome.

The first prize was given to Frank S. Williams, and the second to George E. Brewer. The first sophomore prize went to David P. Rodger and the second to Herbert H. Parson. The first freshman prize was taken by Carroll L. Bates, and the second by Albert J. Abeel.

GENERAL NETTLETON ACQUITTED.

UTICA, N. Y., June 19.—In the case of the People against General A. B. Nettleton, of *The Minneapolis Tribune* for extortion and attempt to blackmail, on complaint of Charlemagne Tower, of Philadelphia, the jury acquitted the defendant within forty-five minutes. Eminent counsel have been trying the case since Tuesday.

PRESIDENT HAYES IN COLUMBUS.

COLUMBUS, Ohio, June 19.—President and Mrs. Hayes, with their son Webb, arrived here this morning, and went at once to the residence of their kinsman, General J. G. Mitchell. A number of personal friends called on them to-day.

TELEGRAPH NOTES.

ONE OF THE ACCIDENTS OF BOATING.

FALL RIVER, Mass., June 19.—John Scott, while rowing a boat race to-day, jumped from the boat to avoid a passing vessel, and was not seen afterward.

A MINER MORTALLY WOUNDED.

LARVINIE, Wy., June 19.—George Benton, just in from North Park, says Chauncey Bacon, a miner, was shot and mortally wounded on the 7th inst. at Jack City by a Swede.

AN EXPRESS MESSENGER ACQUITTED.

AUGUSTA, Ga., June 19.—The jury in the case of South Carolina against Walter S. Lynch, the express messenger charged with the larceny of $25,000, has brought in a verdict of acquittal.

A MYSTERIOUS MURDER TRACED HOME.

COLUMBUS, O., June 19.—Thomas Frizelle has been arrested, charged with the murder of Williams, who was mysteriously shot while sitting with Miss Turner at Georgesville last Saturday.

NEW INDIANA WHEAT.

CHICAGO, June 19.—A dispatch from Indianapolis to *The Times* says: "The first car-load of new wheat of this season was inspected to-day, and sold for $1 05 per bushel; it was shipped from Vincennes.

A RAILROAD BRIDGE BURNED.

SAVANNAH, June 19.—The bridge across the Savannah River, on the Savannah and Charleston Railroad, was partially destroyed by fire last evening. The repairs will be completed probably by to-morrow.

THE FALL OF TWO PAINTERS.

EAST TRENTON, N. J., June 19.—James McKenna and Philip Nelson, two painters, while at work this morning on a scaffold at Avona, fell to the ground, McKenna being instantly killed. Nelson received serious injuries.

JEWISH CELEBRATION IN CINCINNATI.

CINCINNATI, O., June 19.—The twenty-fifth anniversary of Dr. Lilienthal's settlement as rabbi of the Mound Street Temple, was celebrated here to-day. There were addresses by Dr. Hirsch, of Louisville, and Julius Freiburg.

AN OIL MILL SUDDENLY WRECKED.

RICHMOND, Ind., June 19.—A boiler exploded at Kendall & Barnes' oil mill this morning. John Staley, a married man, passing along the street was instantly killed. Hiram Carrington, the engineer, and several others were wounded. The loss is about $3,000.

A WIDOW KILLED WITH A FENCE RAIL.

CINCINNATI, June 19.—Near Sidney, O., on Thursday, David L. Shank, a young blacksmith, attacked two widows in their house, and killed Mrs. Linn, age sixty-four, the weapon being a fence rail. He feigned insanity when arrested, but he is said to have been only drunk.

TO BE LET OFF EASY.

NEW-ORLEANS, June 19.—The sentence of Melia and Symonds, sailors of the Iron Cross, was postponed till Saturday, as both will be used in the civil salvage suit as witnesses. It is understood they will receive the lowest punishment under the law—five years at hard labor.

LONDON AND PARIS NEWS.

POLITICAL AND SOCIAL EVENTS.

THE LONDON FASHIONABLE SEASON AT ITS HEIGHT—THE TEMPERANCE VICTORY IN PARLIAMENT DEEMED OF GREAT MOMENT—GAMBETTA CONSTRAINS THE FRENCH MINISTRY TO ADOPT GENERAL AMNESTY.

In his cable telegram the London correspondent of THE TRIBUNE observes that last week was one of guerrilla politics. Great importance is accorded to the success of Sir Wilfrid Lawson's local option resolution, which will compel the Government to modify the liquor traffic laws. Mr. O'Donnell's attack on the French Ambassador has produced a reaction in his favor. Madame Nilsson announces that she will not come to America, as she intended. Mlle. Bernhardt has achieved more successes in London. She will, however, have to pay a heavy sum for breach of contract in Paris. The London season is at its height. The cable dispatch from Paris to THE TRIBUNE tells how Gambetta compelled the French Cabinet to propose a bill granting plenary amnesty to persons convicted of political offences. The bill was presented in the Chamber of Deputies yesterday, and was at once referred to the Bureau. General Noyes is pleased with the nomination of General Garfield. Mrs. Noyes will spend the Summer in Germany.

CURRENT AFFAIRS IN LONDON.

PARTY FEELING RUNNING HIGH IN PARLIAMENT—MR. MAPLESON IN ILL-LUCK—SARAH BERNHARDT SUCCEEDS IN LONDON, BUT LOSES A LAW SUIT IN PARIS—PERSONAL TOPICS.

[BY CABLE TO THE TRIBUNE.]

LONDON, Saturday, June 19, 1880.

There has been Guerilla politics throughout the week. Mr. O'Donnell's attack on M. Challemel-Lacour creates sympathy, and insures him a friendly reception which would other wise be withheld. Mr. Gladstone's attempt to suppress discussion is regarded by his own party as hazardous and liable to be drawn into a precedent, disclaimers notwithstanding. Party and personal feeling on this and other questions runs higher than ever, but the really important domestic event is Sir Wilfrid Lawson's triumph yesterday when the House of Commons affirmed the principle of local option by a majority of 23. It is improbable that legislation can be perfected this session, but the temperance men justly regard this vote as a substantial triumph.

LONDON GAYETY AT ITS HEIGHT.

The London world, despite the political excitement, devotes itself to amusement. The most brilliant part of the season—the interval between the Ascot and Goodwood races—is now being observed in the usual manner. The presence of the King of Greece increases the number of festivities. More houses are open, and there are more balls and dinners. The parks, gardens and all places of amusement are filled daily and nightly.

MR. LOWELL A GENERAL FAVORITE.

Mr. Lowell continues the idol of London society, and is literally overwhelmed with invitations, both public and private. He appeared this week at two public dinners; his speeches making a great impression. He attends the Newspaper Press Fund dinner to-night; the Duke of Manchester will be in the chair. Earl Granville is reported as saying that he has met no Minister with whom business is more agreeably, promptly and thoroughly transacted.

NILSSON NOT COMING.

I regret to be obliged to announce at Madame Nilsson's request that her proposed journey to America this year is abandoned. Negotiations with Mr. Mapleson are suspended, and Madame Nilsson has no intention to renew them. She fully intended and greatly desired to revisit America, and profoundly regrets her inability to arrange satisfactory terms. I understand the difficulty arises not from the terms, but from Mr. Mapleson's inability or unwillingness to give a sufficient guarantee. Mr. Mapleson's troubles thicken. Mlle. Nevada, though winning such success as may be reasonably expected, fails to "draw," and remains unpaid. Candidus, the American tenor, though extremely successful, declares it impossible to continue, though bound to Mr. Mapleson by a two years' engagement. He cancels the contract, agreeing to forego all existing claims. Nilsson's present engagement expires next week, and she refuses to renew it. The date of Madame Gerster's reappearance is still uncertain. Mr. Mapleson nevertheless continues to appeal to the public with unabated courage. He produces Verdi's "Forza del Destino" to-night for the first time. Marie Louise Swift will make her début. Campanini, Trebelli and other leading members are adhering to their leader's fortunes, although he has bad houses on most nights. Covent Garden does better. Sembrich appears to be a brilliant success.

RICHTER OVERRATED.

American critics studying Richter declare that he is a greatly overrated conductor. They affirm that his concerts, which are regarded here as superior to anything known, would rank in New-York quite second rate.

BERNHARDT'S SUCCESSES.

At Sarah Bernhardt's benefit on Wednesday afternoon she played for the first time in London *Posthumia*, in "Rome Vaincue," a blind woman of ninety, and also as *Jean Marie*. Many intending spectators were obliged to be present at the Guildhall luncheon to the King of the Greeks, including the King himself, the Prince and Princess of Wales, and Minister Lowell, for whom a box was reserved. *Posthumia* produced an extraordinary sensation, revealing the range of the artist's powers, and the direction of her tragic genius. She played with unsuspected physical force. The play will be repeated to-night, when the season closes with two acts of "Adrienne" and two of "Frou Frou." Mlle. Bernhardt begins in Manchester on Wednesday. Though obliged from Coquelin's secession to repeat the same rôles, Mlle. Bernhardt has maintained during the last fortnight an unquestionable hold on the public and filled the treasury of the theatre. She devoted herself absolutely to theatrical duties, declining social invitations, and leaves here with a dramatic reputation distinctly higher than that of last year. The houses continued this week crowded and brilliant. Royal personages, Cabinet Ministers and social celebrities were constantly present. Mlle. Bernhardt played uninterruptedly, notwithstanding a painful illness, with sustained dramatic splendor.

A telegram from M. Barbon, Bernhardt's advocate, announces that the judgment of the Court in her case which was heard yesterday in Paris, though postponed a week, will certainly be unfavorable, and she must expect an award of damages of not less than $30,000. English and French opinion strongly censures the proceedings of the Comédie Française. *The Pall Mall Gazette* says that no verdict can mitigate the extremely bad taste of the company's counsel in allowing him to remark that Mlle. Bernhardt's punishment began in the applause awarded to her accessors. The truth is the Comédie was obliged to assign to four different actresses the roles played by Mlle. Bernhardt alone, not one equalling the artist they replaced.

SOCIAL AND LITERARY NOTES.

Bret Harte lectures on Monday on the "Argonauts," in aid of Victoria Hospital. The lecture is announced oddly, as "under the patronage of various distinguished personages—the Duke of Edinburgh, the Princess Louise, the Duchess of St. Albans and the American Minister." Americans are criticising freely an American acceptance of this English custom. Anthony Trollope is about quitting London and giving up his house. He will live henceforth at his country house in Sussex. A farewell dinner will be given him at Greenwich on Thursday by George Smith. Numerous literary celebrities, English and American, are to be present. Mr. Thomas Hughes sails for America in the Germania on August 12. His primary object is to supervise the organization of a Tennessee land company. He desires it understood that he would accept lecture engagements during September and October. Dr. Lyon Playfair and wife go on the same steamer. Tom Taylor's reported attack of paralysis is untrue. I have seen a letter written since his illness saying that, though ordered to discontinue work temporarily, his malady in no way resembles paralysis. He expects shortly to resume his usual occupations.

It is reported that Charles Reade desires it to be announced that he abandons writing for the stage in consequence of his conversion by Dr. Graham, the Hammersmith, a Congregational minister. He is a constant attendant at bible classes, prayer meetings and contemplates preaching. G. W. S.

AMNESTY PROPOSED IN FRANCE.

GAMBETTA FORCES THE EINISTRY TO PRESENT AN AMNESTY BILL—PROVISIONS OF THE MEASURE—GENERAL NOYES PLEASED BY GARFIELD'S NOMINATION—AMERICAN SOCIETY.

[BY CABLE TO THE TRIBUNE.]

PARIS, Saturday, June 19, 1880.

Gambetta's pro-amnesty speech at the conference between members of the two chambers, held at Premier de Freycinet's residence, is the all-absorbing topic of conversation in Paris. The meeting was called at the request of Gambetta, who felt that his popularity suffered from the pusillanimous course the Ministry had been following. Whenever he pressed for amnesty the Ministers most improperly urged that President Grevy is opposed to general amnesty. Meanwhile the Republican party was splitting up.

THE REPUBLICAN CONFERENCE ON AMNESTY.

I talked with Gambetta on Wednesday morning about the dangerous turn the amnesty agitation was assuming, and saw that he was determined to put his foot down and sweep away the cobwebs which the Ministers were frightened at. A few days later he told Premier de Freycinet that he wanted, as head of the Chamber of Deputies, to meet the leaders of the Republican groups of both houses and the President of the Senate in conference with the Ministers at the Premier's residence. Letters calling the meeting were issued forthwith, and even carried around by mounted orderlies. The conference was held at 10 o'clock on Wednesday night. When those who had been summoned to the meeting had assembled Gambetta entered and took the chair. In a long, strong and splendidly eloquent speech, he showed the necessity of complete amnesty and spoke strongly of the odium the Senate, which is an artificial contrivance, would incur by further opposition. The Chamber of Deputies, the members of which are the immediate representatives of the people, knew better, he said, what the country required, and it will not dare face the country at the general elections if amnesty is deferred. Gambetta wanted to solve the vexed question with the aid of the Moderates.

GAMBETTA MASTER OF THE SITUATION.

An animated discussion followed his speech. M. Ferry said he would crush together the Jesuits and the Communists. Varroy Jaurenguiberry asked how the Jesuits could be expelled if amnesty was granted to the Communists. M. de Feryciner was anxious not to scandalise foreign courts. Thin-blooded Senator Scherer, the spokesman of the Senatorial Left Centre, opposed amnesty. M. Bethmont promised in the Chamber a favorable majority of 300.

After a prolonged silence Gambetta replied with knock-down arguments to all objections. This speech was perhaps the greatest unreported speech he ever delivered. Gambetta's prestige is now a hundred fold greater than before. He is master of the situation, and is the Jove of French politics.

PROVISIONS OF THE AMNESTY BILL.

The Cabinet at once agreed to present an amnesty bill, which M. de Freycinet did to-day in the Chamber of Deputies. "In the presence of tranquility reigning in Paris," says the preamble of the bill, "the recent triumph of legality at Lyons, and the approaching National Fête, plenary amnesty can be proclaimed without danger. The Ministry appeals to your clemency, not to your justice." Under this bill amnesty is to be accorded to all persons convicted of political offences or crimes in 1870 and 1871, and to political and press offenders from that time until the present date. Premier de Freycinet's motion for urgency was agreed to, and the proposition that the bill be referred to the Bureaux immediately was also agreed to.

PRESIDENT GREVY OPENS AN AGRICULTURAL SHOW.

President Grevy opened the Melun Agricultural Show to-day, first taking breakfast at Prince Beauveau's chateau. The President requested that there should be no formal addresses, manifestations or triumphal arches.

GENERAL NOYES PLEASED WITH THE CHICAGO NOMINATION.

General Noyes, the American Minister, speaks highly of General Garfield, and thinks the Chicago Convention showed admirable political discretion in uniting upon him.

AMERICAN SOCIETY.

Mrs. Noyes has gone to Germany for the Summer. Mrs. Hitt is still in delicate health. Madame Hubaud gave her last party for the season last night. It was a brilliant, animated and enjoyable affair, and was largely attended by Americans.

SENATOR BLAINE IN VIRGINIA.

CHARLOTTESVILLE, Va., June 19.—The Hon. James G. Blaine, of Maine, in company with Senator Booth, of California, was in this city for a few hours yesterday. He called on the Hon. R. T. W. Duke, and left in the evening on a Chesapeake and Ohio car for Staunton. Mr. Blaine spoke at that place at night. He left Staunton to-day for White Sulphur Springs.

ACQUITTED OF BODY STEALING.

UTICA, N. Y., June 19.—The jury in the case of Squire House, charged at Herkimer with complicity in stealing the body of Harry Burrell, of Little Falls, disagreed after being out nine hours.

CRIPPLED BY A CYCLONE.

GALVESTON, Tex., June 19.—A dispatch from Seguin to *The News* says "A cyclone passed east of here, severely crippling three negroes."

THE CANVASS AT CINCINNATI

GREAT DIN AND EXCITEMENT.

TILDEN'S SUPPORTERS BEGINNING TO DISBAND—A LIVELY CONTEST BETWEEN PAYNE AND RANDALL TO BE REGARDED AS LEGATES—HENDRICKS'S CLAIMS PUT FORWARD WITH RENEWED VIGOR.

The canvass in Cincinnati has begun actively. The withdrawal of Mr. Tilden is regarded as certain, and the Payne men are busily engaged in enlisting his supporters. They claim that Mr. Payne may count on 125 votes, representing 250 delegates. They calculate on the undivided support of the New-England delegates, Mr. Randall has arrived in Cincinnati, and is pressing his claim to the nomination. He says that he is entitled to the support of Mr. Tilden's friends, as he came there to support him. The Indiana delegation is showing great energy in behalf of Hendricks. The confusion is great and the selection of some obscure politician is deemed probable. Mr. Tilden's formal letter of withdrawal had not been received in Cincinnati up to last night.

THE TILDEN PERPLEXITIES.

GREAT ANXIETY FOR TILDEN'S FORMAL WITHDRAWAL—OPPOSITION TO PAYNE, HIS LEGATES, AMONG THE NEW-YORK AND BROOKLYN MEN—PAYNE'S FRIENDS CONFIDENT OF SUBSTANTIAL SUPPORT.

[BY TELEGRAPH TO THE TRIBUNE.]

CINCINNATI, June 19.—Tilden is no longer a candidate for the Presidency. Some of his intimate friends have relaxed something of their reserve to-day; and, while the general public is still assured that his friends all propose to stand by him, and the expectancy of a letter of withdrawal is stoutly denied, it has been admitted to a number of delegates in a semi-confidential way that he is now out of the race. But there has been a new element of disturbance in the situation for the followers of Tilden. They feared all through the day that they would not be able to carry out the programme stated in these dispatches last night. This was, it will be remembered, that in the meeting of the New-York delegation, to be held to-night, a resolution should be offered presenting Tilden as a candidate and pledging him the full vote of New-York; that thereupon the letter of withdrawal should be read and given to the press, and, the ex-Governor thus being out of the way, the Tilden column should be reorganized for his second choice. Tilden men have managed to keep the secret of this programme wonderfully well. Rumors of a letter of withdrawal have been in all men's mouths, but probably not a dozen delegates know at this moment how it is intended to make it public, or, indeed, have any positive knowledge that such a letter is in existence. This was the programme, and still is, subject to one condition, viz.: the arrival of the letter! It is known to have been written, and is known to have been signed, and is understood to be on its way hither, but the messenger had not arrived up to 8 o'clock this evening. No message had been received to show that he was actually started, though the Tilden managers had every reason to believe that he had done so. This explanation one of the Tilden men called this morning, in a confidential fit of wrath, "the old man's blanked procrastination."

If there had been a message to tell his anxious friends when the bearer of the precious document had started, that would have been a relief, and would have given his friends time to arrange their plans; but this could not be thought of; whispering can't be done by telegraph, and so a telegram was out of the question. There never was a more comical situation in politics, with something of the t