THE STEAMSHIP EUROPE.

WHY THE VESSEL WAS ABANDONED.

The Original Cause of Accident Not Yet Stated.

ALL HANDS SAFE.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 8, 1874.

No further information in relation to the sinking of the steamship Europe has yet been received, except that the necessity for abandoning the vessel was caused by the choking of her leading pumps.

The origin of the accident to the Europe is not yet known here.

ALL WELL.

No lives were lost.

The Insurance on the Vessel.

LONDON, March 8, 1874.

The French steamship Europe, which sunk in mid-ocean, was insured for $600,000 in London and Paris companies.

THE PLACE OF LEAKAGE.

The salvage crew of the National Line steamer state that the leak which caused the loss of the vessel was in the engine room.

WAITING FOR THE RESCUED.

No Sorrowing Throng of Bereaved Friends at the Steamship Offices—What the French Company Think of the Europe and Her Officers—Was She Weakened by Lengthening?

The loss of the steamship Europe, belonging to the French Transatlantic line, formed the principal topic of conversation yesterday throughout the city, and oft repeated were the expressions of gratification that no sacrifice of life had to be recorded arising from this latest disaster in mid-ocean. On inquiry at the office of the company, late in the afternoon, Mr. Mackenzie, the agent of the line, stated that he had received but one despatch from the headquarters in Paris. This despatch was extremely brief. It merely confirmed the cable telegram published yesterday, stated that the cause of the disaster was unknown and concluded by asking Mr. Mackenzie to forward full details by the wire as soon as particulars could be obtained of the arrival of the Greece here with the passengers and crew rescued from the ill-fated vessel. From the despatch it appears that the bureau in Paris had first been informed of the misfortune by a telegram sent there by Mr. Mackenzie after he had been informed of the loss of the Europe by the HERALD representative.

NO SORROWING THRONG OF MOURNERS.

The offices of the line presented yesterday a marked difference in appearance from what was noticed the day following the announcement of the loss of the Ville du Havre. Then the relatives and friends of those known to have been on board flocked to the offices in hundreds, eagerly seeking for a list of the saved. Yesterday, however, all was quiet and no anxious friends of the rescued people presented themselves, having been set at rest in their minds by the notice published in the HERALD to the effect that all on board had been saved and safely transferred to the Greece, of the National line. This loss of one of the finest steamers running between this country and France will not, it is thought, materially affect the standing of the French company in the minds of the public, although the prestige hitherto enjoyed by their line for speed, safety and luxurious accommodations has received undoubtedly somewhat of a blow by this second disater, in so far as it touches upon the second named requisite of ocean travel, "safety." It must certainly have been, under the circumstances, particularly gratifying to the officials on this side to find that yesterday, notwithstanding the ill news so widely circulated, some persons applied at the offices for passage to Europe in one or other of the steamers sailing next month.

A BOLD, BUT UNWISE RISK.

In referring to the fact of the first officer of the Greece having remained on the Europe, with a crew of twenty men, for two days, in the hope of navigating the ship back to port, after she had been abandoned by Captain Lemarie, Mr. Mackenzie stated that of course, for the present, any opinion formed upon the subject must be entirely a matter of the merest conjecture. He was, however, of the opinion, from the knowledge of the character of Lemarie, who was in command of the Europe, that he would not have deserted his ship had there been even the slightest possibility remaining of saving her. "He is," said Mr. Mackenzie, "a first class seaman and navigator, and has always been considered, on all sides, one of the most careful and trustworthy commanders in the fleet." He thought Captain Lemarie had found the impossibility of keeping the ship afloat; and, that being the case, he had acted with great judgment and with praiseworthy decision in transferring the hundreds of valuable human lives intrusted to his care to the Greece, not knowing when he might be fortunate enough to fall in with such another opportunity. "It appears," said Mr. Mackenzie, "that the views taken by the Captain of the Europe as to her condition proved to have been correct; for, after striving to keep her afloat for two days, the salvage crew, under the first officer of the Greece, and who, doubtless, worked as only salvage crews will work, with the prospect of a large reward in case of success, with no fear of penalty or loss on account of failure, were in turn also compelled to abandon her, even with the steamship Egypt close at hand. I look upon the attempt of this young officer and his assistants as

FOOLHARDY AND DANGEROUS.

What right had he to suppose he could carry the ship home, when her Captain, with his greater experience, found himself forced to abandon her. It was an unnecessary and uncalled for risking of life, for what would have become of them had they not fallen in with the Egypt? The Europe had at the time eighteen feet of water in her hold, and would, doubtless, have foundered very shortly, when the chances were these venturesome men must have gone down with her to a watery grave."

NO FULL PARTICULARS.

At eleven o'clock last night a visit was paid again to Mr. Mackenzie at his residence in Forty-eighth street. He stated:—"I have received no further despatches from Paris. The officers and crew of the Europe will probably number 150 to 160, and the passengers, including first, second and steerage, about 240. This is the first occasion on which the Europe brought out steerage passengers. The line is now going largely into the transporting of emigrants. The crew of the Europe will go back in the St. Laurent, due here about the 20th. A son of Captain Wharton, former commander of the American steamship Franklin, is one of the Europe's passengers. If the Greece has many cabin passengers those rescued from the Europe will perhaps have to be lodged in the steerage. The Greece is a most comfortable vessel to be on, and all will be well taken care of, I feel positive. I can form no idea how long the Greece was delayed in taking off the passengers. The vessels may have been lashed together or a short or long distance apart when the transfer of passengers and provisions took place. The time occupied may have been four or twenty hours. It is all mere surmise.

THE EUROPE NOT WEAKENED.

I see by one of the evening papers that an attack is made upon the solidity of the Europe's construction by saying that she was 'lengthened.' Why," said Mr. Mackenzie, with emphasis, "half of the steamers of the National and Inman lines are lengthened; the Greece herself is lengthened. I hear that the City of Paris has been lengthened twice. I maintain that the Europe was not weakened by the operation. She had good breadth of beam, and was not one of the objectionable long and narrow craft which have become so unpopular of late. The loss of this magnificent vessel will not interfere in the slightest with our running weekly steamers between New York and Europe."

At the National Line Offices.

The offices of the National Line were visited yesterday by a number of the friends of the rescued passengers of the French steamer Europe, in order to ascertain the time of the probable arrival of the Greece, as well as to obtain passes to go on board as soon as she reaches this port. Mr. Hurst, the agent in this city, stated in answer to several inquiries addressed to him by the HERALD representative that he thought the Greece would arrive to-day. She had been expected in on Tuesday night, but the weather having been lately very rough she had doubtless been delayed. He had received no information from the agents on the other side, and knew no particulars of the foundering of the Europe beyond what he had read in the HERALD. He could not form any opinion as to the causes that operated with Mr. Buck, the first officer of the Greece, and induced him to try and save the Europe. He, as a bright and intelligent young officer, must have thought there was a chance of getting her into port, either under sail or by being towed. The very fact of the Egypt having left her was proof positive that nothing could be done to save her, for the captain of that vessel would, he felt sure, have done his utmost to take her into port, the inducement in the way of salvage being extremely large. Captain Thomas, of the Greece, would, he knew, pay every attention in his power to promote the comfort and well being of the rescued passengers and crew, and might be looked for to-day or at the outside on Friday.

An Insurance Opinion.

"So you have come to ask me about the loss of the Europe, have you?" was the answer made to a HERALD reporter by the President of a large insurance company in this city yesterday. "Before I give you any data on the subject," continued the President, "let me tell you that it is 'a privileged communication,' for I don't want to have any coffee and pistols affair with any steamship owner on this subject.

"Well, to commence. This idea of lengthening vessels is of modern growth. Directly that I read in the HERALD this morning that the Europe had been abandoned, with eighteen feet of water in her, I said her lengthening is responsible for this. When vessels are lengthened they don't give them as good a shift of butts as they ought to have. In short, the two parts joined, both fore and aft, are always weak. You may patch up a vessel, but you cannot give her her original stability if you cobble her in this fashion. I am strongly opposed to lengthening either wooden or iron vessels—notably the latter. Cutting vessels in two is bound to develop weak spots, for the joining is very often imperfectly done.

CASES IN POINT.

"A few years back Mr. John English, the well known shipbuilder at Greenpoint, cut in two, for the purpose of lengthening her, a wooden propeller which used to run to Norwich. The alteration took place, but when she was launched she sprung so much that he had to haul her on the ways again and strengthen her before she was fit to float.

"Take the case of Murray & Co.'s Ferris steamer, the Louisa Moore, in the year 1863, of 387 tons burden. They lengthened her thirty feet, and she soon afterwards became "hogged." Messrs. Murray, Ferris & Co. got rid of her by selling her to Messrs. San Pelage, Torres & Co.

"I might mention other cases *ad infinitum*, but it is unnecessary. You can glean by what I have said what the majority of insurance men think of lengthened vessels."

As the reporter was leaving the office the President said, after referring to his books, "The Europe was built in Glasgow in 1864, and was a side-wheeler, and last September was lengthened at Glasgow fifty feet. She has four decks now. She had new boilers and engines, by Mandslay, Son & Fields, of London, put in in 1872. Her old tonnage was 3,443; it was changed when she was lengthened to 5,333 tons."

FRANCE AND GERMANY.

Austrian Policy During the Franco-Prussian War—A Stray Leaf from Secret History—The Russian Bear and the Eagle.

TELEGRAM TO THE NEW YORK HERALD

PARIS, April 8, 1874.

Le Temps to-day publishes the full text of a despatch from the Austrian Premier, Von Beust, to Prince Metternich, Austrian Minister at Paris, dated July, 1870, saying:—"We consider the cause of France as our own, but the alliance of Russia and Prussia prevents the armed intervention of Austria."

Von Beust advises Prince Metternich to suggest that the good will of Italy may be obtained and the mediation of that government in the settlement of the Franco-Prussian difficulty secured if France will permit the occupation of Rome by the Italians.

DISRAELI.

The British Premier Still to Wear the Weeds.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 8, 1874.

This morning's *Post* denies the report that Mr. Disraeli is to marry the Dowager Countess of Chesterfield.

LIVINGSTONE.

A Funeral in Westminster Abbey—The State to Bear the Cost.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 8, 1874.

The British government will defray the expenses of Dr. Livingstone's funeral, which is to take place in Westminster Abbey.

IRELAND.

Anglo-Russian Royalty to Smile on the Green Isle.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 8, 1874.

The Duke and Duchess of Edinburgh will soon pay a visit to Ireland.

BELGIUM.

A Troublesome Visitor Expected from Spain.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 8, 1874.

The Curé of Santa Cruz will take up his residence in Belgium for the present.

INDIA.

Famine, Disease and Death—Relief Against the Dread Visitation.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 9, 1874.

A special despatch to the *Times* from Calcutta reports that 500 natives have died from disease and starvation in Hatcoul. The mortality from the famine is sensibly abated by the relief measures of the government.

MEXICO.

Public Schools Extending.

TELEGRAM TO THE NEW YORK HERALD.

HAVANA, April 8, 1874.

Additional advices from Mexico report that the cause of popular education was progressing throughout the country.

THE BEATING OF MARTYN BLANK.

His Statement—Two Men Arrested.

On Tuesday night Coroner Woltman, at St. Luke's Hospital, took the ante-mortem statement of Martyn Blank, keeper of a dance house at 86 James street, who was terribly beaten on the 29th ult. Blank stated that he entered the public house No. 33 Bowery with a friend and had several drinks, also treating all who were then in the place. Because he refused to continue to treat the "mokes" Blank said an assault was made upon him, and several persons continued to beat and kick him about the head till he was insensible. Blank was then placed in bed and kept under medical treatment for several days, but, remaining in a state of unconsciousness, interested parties removed him to the hospital. The statement of Blank implicated William Whitehead and William Jooker, bartenders, in being concerned in assaulting him, and on the Coroner's warrant Captain Ward, of the Tenth precinct, arrested the accused persons and detained them in the station house. Whitehead and Jooker allege that Blank came to No. 33 Bowery with a band of music, and, being drunk, got into a difficulty with some of the inmates, but deny the kicking and beating. The prisoners were required to give bail in $500 each to await the result of Blank's injuries, as also were Dennis McDermott and William Siguel. Blank alleges that while being beaten, or afterwards, he was robbed of $64, but he don't know who took the money. Blank does not think he is going to die.

PROBABLE MURDER.

Michael Cavanagh, twenty-five years of age, of No. 531 West Forty-third street, was stabbed in the abdomen last night by John Geary, of No. 538 Tenth avenue, during an altercation, and probably fatally wounded. Geary was arrested by Captain McDonnell, of the Twentieth precinct, and locked up in the station house. The wounded man was sent to Bellevue Hospital.

FIJI.

The Sovereignty of the Islands Formally Tendered to Great Britain.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 8, 1874.

The sovereignty of the Fiji Islands has been formally tendered to Great Britain.

SKETCH OF THE FIJIS.

Former Attempts to Secure Them to Great Britain—American Influence in the South Pacific a Bugbear.

The matter which now seems likely to be settled by the acquirement by Great Britain of sovereignty over the Fiji Islands has been for many years one of intense interest for British subjects. This interest was not always shared by the British government, as it several times let slip opportunities to possess itself of the islands. The idea began in the avaricious desire of individual Britons to destroy the influence of American settlers. But this small purpose was overcome quickly as the islands became populated by Europeans, by whom their immense wealth was developed. The patriotic Australians could not bear the thought that was continually pressing upon them that the United States might procure dominion over the islands, and so they joined with the British settlers to work for their annexation to the colonies of the British Empire. They worked for a number of years without encouragement from the home government. Their success will point an unconquerable persistence as may be judged from the following sketch of the

HISTORY OF THE FIJI ISLANDS.

These are probably the richest of the islands of Polynesia. They are covered with dense vegetation, and fruits of various kinds abound. Their soil and climate are fitted for almost any fruit or vegetable, and the upgrowth of these after planting is wonderfully rapid. The Fijis consist of 154 islands, varying from the rocky islet to the immense island of Viti Livu, whose area is about 4,000 square miles, about the same as that of Jamaica. They lie in the South Pacific Ocean, between latitude 15 deg. 30 min. and 19 deg. 30 min. south, and longitude 177 deg. east and 178 deg. west. Northern Australia is directly west of them, but Sydney, with which they most readily communicate, is to the southwest and about five days' sail distant. The islands were originally discovered by Tasman in the year 1643. News of them and of the ferocious character of their natives was received from time to time, but they remained in effect unknown places until 1840. In that year Commodore Wilkes, of our navy, while on his celebrated expedition, stopped to survey the islands as well as to chastise the natives for murdering and eating the shipwrecked men cast upon their shores. While at Malolo two of his officers were murdered, and the cannibals defied him when he demanded the rendition of the murderers. He took a speedy vengeance, and one that makes him remembered even now as the dreadful Turanga Leva. His action brought the natives to sue for peace, which he gave, telling them that they would be even more severely dealt with if they broke the main stipulation for the truce, which was that they should refrain from the succulent *puaka balava* or "long pig" if they could not procure the tempting food without resorting for it to the bodies of unfortunate sailors. He assured them that an American war ship would call at the island at the end of every four years to inquire into their conduct. During the four years following Commodore Wilkes' departure the natives were friendly toward whites, and quite a number of Europeans immigrated to the island. When that period was over and no American man-of-of war had arrived to keep them in awe the longing for foreign "long pig" again overcame the natives. Outrages upon the settlers were begun, and the islands would have been rid of all white people but that English and French war vessels occasionally stopped and rebuked the islanders. They learned, however, to discern that Americans, of whom there were a number among the settlers, were not protected by the naval forces of their country; and the Americans asserted that the English Methodist missionaries, who had become traders also, incited special outrages upon them with the hope of driving them from their places. At all events, it is certain that Americans were specially outraged, and that when, in 1855, the United States ship Vandalia reached the Fijis with the purpose of resenting the atrocities the English missionaries went to Captain Boutwell to condone them. Boutwell, however, inflicted such a punishment as had never been visited upon the cannibals. He did not merely burn their coast towns, but went inland with his avengement. Thakombau, who assumed to be King of the Fijis, finally confessed all his crimes and begged his life from Captain Boutwell. The results of this chastisement were a treaty whose conditions Thakombau never disregarded, and the ultimate adoption of Christianity by that chief. Thakombau was the strongest chief of the islands, and his claim to be King of the Fijis, though at that time contested, was afterwards allowed. His power had its source in a force of civilization, and was an inheritance from his grandfather, who was originally the chief of the small island of Mbau. In the early part of the century an American brig was wrecked at Mbau, and only one of its crew escaped immediate death and subsequent subjection to deglutition for many years. He had saved from the wreck several muskets and a quantity of gunpowder, and, thus made powerful, he allied himself to the chief of the island. The name of this fellow was Jack Savage. With his muskets he gained for his ally the largest dominion in the islands. He was finally killed in battle, while raiding on one of the distant islands, and his body was eaten by his enemies. The power he had gained for his ally descended through Tanoa, a wonderfully lustful fellow after "long pig." Thakombau, whose name signified "Disturber of Mbau," succeeded to Tanoa's authority while the latter was yet alive. The desire to secure the Fiji Islands for Great Britain was first expressed in the attempt of the Methodist missionaries to drive the Americans from the islands, and in a more overt attempt in June, 1850. Then the missionaries were foiled by George Tubou, chief of the island of Tonga. Although they had impressed him with the power of Great Britain by taking him to Sydney he positively refused to cede his possession. They then turned their arts upon King Thakombau, and when the British war vessel Herald arrived at the Fijis they sent Captain Denham word that the King wished to cede the islands to Her Majesty. Captain Denham interrogated the King through an interpreter, whose questions to Thakombau were obscure, and who gave answers agreeable to the naval officer, who wished to procure the session of the islands. One of several Catholic priests that were present as witnesses noticed the deceptions, and got leave to speak to Thakombau. He asked him clearly if he wanted to cede his kingdom, and was told that British protection was all that was asked. Captain Denham abruptly broke off negotiations, and they were not renewed until 1859, when the principal chiefs and landholders of the Viti Islands proposed to cede them to Great Britain. They urged the convenience of the islands for a station for the mail steamers running between Panama and Sydney, and also the availability of the soil for the cultivation of cotton. A Colonel Smythe was sent out to examine the islands and to report "whether or not they ought to be added to the numerous colonial possessions of Great Britain from the same motives of ordinary expediency as direct the general national policy." He reported against annexation and against the clamors of the Australians who were frightened at the American phantom that they could see ready to grasp the Fijis in its giant hand. This rebuff did not disheaten the advocates of annexation to the British Empire. They waited until 1869, and then, when their numbers had increased through immigration to the islands, they met in the principal town of Levuka and decided to once more memorialize the British government. That memorial has waited for its result until now. It was discussed often in both the British and Australian Parliaments, and the latter strongly urged that the rights petitioned for by the Fijian settlers should be granted.

In the interval between 1859 and 1869 the Fijis came nigh being made American territory. King Thakombau, who was yet the sovereign, owed our government $45,000, an indemnity for outrages done by his subjects on American citizens, and when the latest moment of grace that Secretary Seward would allow him had come he could not pay. Mr. Seward had threatened that unless some certain and speedy way of clearing the debt was indicated, he would seize the three most productive and valuable islands. The threat was fearful, not alone to Thakombau but also to Britain's lovers in both Fiji and Australia. Thakombau's Premier, an Englishman named Hare, had sent to Mr. Seward a pitiful appeal for mercy, when he was approached by some Australian capitalists with the project of forming a Fijian banking and trading company, which should pay the debt to the United States, if certain privileges for trade were granted to it. The idea was eagerly taken; the United States government was informed of the project, and as it did not want the Fijian territory, it allowed time for the company to be instituted, and in October, 1868, was paid the first instalment of the $45,000.

When King Thakombau died (about 1871) the present monarch, Cacabau, was elected by the chiefs. His reign has been made turbulent by the opposition of the settlers to him. They complained that the taxes were oppressive and that Cacaoau's government was unable to afford them protection against the "mountaineers," or inland natives, who have not yet been subdued, and still retain a taste for the succulent "long pig." All this turbulence, and these complaints against Cacabau and his Ministers have been in continuation of the petition to the British government. Without them Fiji would have been forgotten on all sides except in Australia! If Great Britain will now accept the Fiji Islands much confusion existing in the South Pacific will be allayed. The Fijian settlers will become satisfied and quiet. The American phantom will no longer torture the minds of the Australians, and even King Cacabau will feel gladdened to be relieved of such turbulent subjects as the white settlers had become.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., April 9—1 A. M.

Probabilities.

For New England cloudy weather, with rain, snow and east to north winds, will prevail.

FOR THE MIDDLE STATES AND LOWER LAKE REGION, INCREASING EAST TO NORTH WINDS, WITH CLEARING AND RAINY WEATHER IN THE FORMER, BUT PARTLY CLOUDY WEATHER WITH LIGHT RAINS OR SNOW IN THE LATTER.

For the South Atlantic States, increasing south to east winds, cloudy and rainy weather.

For the Gulf States, winds shifting to west and north, with falling temperature and clear and clearing weather.

For Tennessee and the Ohio Valley, generally cloudy weather, winds shifting to north and northwest, and rain.

For the upper lake region, Iowa and Missouri, clear or partly cloudy weather, with winds gradually shifting to east and south.

The Cumberland and upper Ohio rivers will rise.

Cautionary signals continue at New Orleans, Mobile, Jacksonville, Savannah and Charleston.

The Weather in This City Yesterday.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's pharmacy, HERALD Building:—

	1873.	1874.		1873.	1874.
3 A. M.	43	42	3:30 P. M.	59	53
6 A. M.	44	41	6 P. M.	56	45
9 A. M.	45	44	9 P. M.	52	41
12 M.	50	51	12 P. M.	49	39

Average temperature yesterday 44½
Average temperature for corresponding date last year 49¾

WORKINGMEN'S (?) MEETING.

A Battle of Demagogues—Demilt Hall Last Night in the Hands of the Opposing Green and Van Nort Factions.

A meeting of workingmen was held last night in Demilt Hall. It had been called by a committee, of which P. E. Dunn was chairman.

Upon the assembling of the meeting Mr. Dunn read a set of resolutions to the effect that everybody and everything is under the corrupting influence of lobby legislation in Albany and elsewhere; that both political parties are fearful frauds upon an honest, patriotic people, and that nothing but the expulsion from office of Andrew H. Green and the permanency at his post of George M. Van Nort could save the country from utter ruin or preserve the national life with any degree of security.

A man in the crowd called Smith wanted to speak to these trenchant resolutions, but the Chairman would not hear of it, and roundly denounced Smith as an unworthy tool and instrument, who came there with Green's gold in his pocket to break up the meeting. The Chairman and Smith indulged in a round of expressive compliments, and there was danger of a general row when a man on the platform interfered, and tried to show that Smith ought to be allowed to have his say. This man, known as Mulhall, finally usurped the prerogatives of chairman, ousted Dunn from the presidency of his own meeting and ignored him altogether.

In the meantime the original resolutions, which had been brought there cut and dried, were disapproved in the most unparliamentary way, being completely buried in the débris of Dunn's ruin, and new matter came before the meeting.

When Mulhall assumed the chair he treated the audience to a remarkable forensic effort. He, too, denounced both republicans and democrats, showed how well the country might be ruled, if the workingmen only knew their own strength and would elect honest men (such, for example, as the speaker) to office; then might the millennium be expected. It was asserted that Mulhall had been Inspector of Lamps under Tweed. Of course, Mulhall was nobody's man but his own, and was therefore opposed to both Green and Van Nort, and every one else, indeed.

It was now proposed that the platform of the Workingmen's Union be adopted. Hereupon motions, amendments and substitutes were fired at the Chairman from the wings and body of the meeting, so that a scene of indescribable confusion and uproar followed. The ousted Dunn made a last but unsuccessful effort to regain the chair. This caused a lively skirmish, which came near being a battle between the defeated Dunn and a man named Young. Finally it was agreed to suffer Dunn to remain in his own meeting, and the house adopted the platform of the workingmen, as read by the new Chairman. The meeting afterwards resolved to found a Sixteenth ward industrial association, and Mulhall had the satisfaction of receiving the nomination and putting the motion for his own election as its President. A string of officers was chosen in quite an off-handed manner, which showed the vast amount of business that the meeting could transact when once it warmed to the work.

Mr. Mitchell, Mr. Cashman and other orators addressed their fellow citizens, lauding everything that is good for the people, denouncing the wily ways of politicians and showing how they themselves would not accept a lat office if it were offered to them.

TEMPERANCE IN PHILADELPHIA.

One Thousand Five Hundred and Forty-Six Drunkards Sign the Pledge—Seventy-One Saloon Keepers Give Up the Business.

PHILADELPHIA, April 8, 1874.

The temperance crusade, which during the past few weeks has been attended with but very few developments, experienced last night a revival, and arrangements were made this morning for inaugurating an aggressive movement more extensive than any here instituted hitherto. There were held last night and this morning very large meetings, at which Mr. Lewis and others were prominent, and the following programme decided upon:—

It was decided to work upon an entirely different basis from that made in the West.

The work already effected was reported as follows:—Fifteen hundred and forty-six drunkards have signed the pledge and ninety saloons have closed to the accents of prayer. Seventy-one proprietors have signed an agreement to forsake the liquor trade in future, and eighty-three bartenders have promised never to sell intoxicating poisons again. Twenty-two members of churches have agreed to rent no more houses in which rum can be sold. Five meetings have been held daily during the past six weeks in different parts of the city.

After these statistics had been read before the meeting this morning an enthusiastic temperance song was sung, and it was agreed that committees of two and three should visit the saloons, not in a way calculated to draw crowds, but that they should interview the proprietors in secret, and in this way quietly influence them to resign their ruining occupation. An immense number of women agreed to act in this capacity, and started on their mission immediately, with the view of reporting to-morrow.

PROHIBITION IN MASSACHUSETTS.

Two Hundred and Sixty-one Clergymen Protest Against the Repeal of the Law Against the Sale of Intoxicating Liquors.

BOSTON, April 8, 1874.

The seventy-fifth annual session of the New England Conference of the Methodist Episcopal Church began to-day at Trinity church, in the Bunker Hill district. The Conference will continue in session until Tuesday of next week. Bishop Janes presides. Soon after organizing the Conference adopted the following resolutions:—

Resolved, That we, the ministers of the New England Conference of the Methodist Episcopal Church, within the bounds of Massachusetts, in annual conference assembled, numbering 261 members, having pastoral charge of 206 churches, embracing more than 28,000 members, do solemnly, for ourselves and for our people, protest against the repeal or mutilation of the Prohibitory law, and also against the enactment of a license law to sustain in anywise the traffic in intoxicating drinks.

Resolved, That the above resolution be sent to the President of the Senate and the Speaker of the House of the Massachusetts Legislature, with the request that it be read to their respective bodies.

NAVAL INTELLIGENCE.

Ordered Changes.

WASHINGTON, April 8, 1874.

Commander Austin Pendergrast is ordered to command the receiving ship Potomac. Chief Engineer Thomas J. Jones is ordered to the Swatara. Rear Admiral Thornton A. Jenkins, having reported his return from the command of the Asiatic squadron, has been placed on waiting orders. Lieutenant Commander B. H. McCalla has been detached from the Wachusett and placed on sick leave.

Notice is given by the Light House Board that on and after Monday, June 1, 1874, a permanent light will be exhibited from the tower erected on Spectacle Reef, Lake Huron, Michigan, and the temporary light now exhibited will be discontinued.

JUGGLERY BY BALLOT.

The Wonderful Senatorial Performance Going On at Beacon Hill—Four Ballots in One Day, with Amazing Variations—The Result After Ten Days' Practice.

BOSTON, April 8, 1874.

To-day has been one of a regular siege and pitched battle in the Senatorial Convention at the State House; in fact, it has been the first day since the selection of a successor to the late Senator Sumner has been before the Legislature that members have gone earnestly to work with the intention of voting a decisive ballot, and the result was four ballots—and no choice. The ripple upon the waters which was caused in the changes among the Banks and Adams men yesterday had the effect to bring out a full house of outsiders, lobbyists and political wirepullers, as well as a full attendance on the part of members and Senators.

THE FOURTEENTH BALLOT.

The Convention met for the fourteenth time, and the fourteenth joint ballot was as follows:—

Whole number of votes	269
Necessary to a choice	135
Dawes	96
Hoar	79
Curtis	72
Adams	16
Sanford	2
Washburn	1
Whittier	1
Phillips	1
Bigelow	1

An analysis of this ballot proved that one Dawes man broke to Bigelow, one Hoar man to Sanford. The irrepressible Salmon, who yesterday voted for Ben Butler, returned to the democratic fold, voting for Curtis. The absentees were three Dawes, three Hoar and one Curtis man. Upon the announcement of the vote and the notable changes, which were apparent to all, a recess for fifteen minutes was declared carried. In this interval of fifteen minutes a most lively scene of counting noses and bringing the doubtful ones to the front was noticeable among the members.

FIFTEENTH BALLOT.

Everybody was on the tiptoe of anxiety to witness the expected collapse in the next—the fifteenth—joint ballot, which was soon begun, and which, after roll call, stood as follows:—

Whole number of votes	269
Necessary to a choice	135
Dawes	91
Hoar	65
Curtis	72
Adams	19
Sanford	11
Washburn	7
Phillips	1
James D. Colt	1
Whittier	1

In this ballot the changes were numerous. The Hoar men, who had become somewhat alarmed at the aspect of affairs, began to show a weakness, as Blaney, Bosworth, Rice, Savage, Smith and Sprague voted for Sanford, Carpenter from Dawes to Washburn, Crocker and Carr from Hoar to Adams and Cushing; Dwelley, Little and Wilson from Dawes to Sanford; Giles, Fiske, Fletcher, Mayhew from Hoar to Washburn; Dwelley from Dawes to Washburn; Gleason from Bigelow back to Dawes, Kilian from Dawes to Judge Colt, Wellington from Hoar to Colt, Montague from Dawes to Adams and Pratt from Hoar to Dawes. The vote being announced and the battle being at its height the leaders of the Hoar and Dawes factions were in a quandary as to what would be the best course to pursue, plainly seeing, as they did, that the Hoar men were changing as well as a few Dawes men. A motion to adjourn was voted down, several motions for recesses ranging from one to twelve hours were offered. Finally at half-past one o'clock the Convention took a recess until half-past two; amidst the greatest confusion the President declared the recess motion carried. Upon the reassembling of the Convention at half-past two the crowd in the galleries and in the halls was immense.

BALLOT NUMBER SIXTEEN.

A motion to take another ballot was carried, and the sixteenth ballot resulted as follows:—

Whole number of votes cast	268
Necessary to a choice	135
Dawes	90
Hoar	63
Curtis	71
Sanford	13
Adams	19
Washburn	6
Phillips	1
Colt	2
Whittier	1
Charles Devers, Jr.	2

An analysis of this vote shows a change of Cummings from Dawes to Devens, Winslow from Hoar to Devens, Giles and Fletcher from Washburn to Hoar, Haskins and Simmonds from Hoar to Sanford, Stickney from Hoar to Washburn. At this juncture of the proceedings and after the President had ordered the Clerk of the House to record the vote, the roll having been called, Mr. Bacon, of Lawrence, asked for a name to be called. President Loring declared the motion out of order, as the polls were declared closed. Senator Bacon opposed the ruling of the President, quoting authorities that no polls could be closed on a *viva voce* vote, until the announcement of the vote. After brief debates and pointed remarks at the ruling of the President, in which debate there seemed to be a diversity of opinion, it was finally settled by a vote of the House to admit the vote which Senator Bacon wished to record, which was that of a Curtis man. The democrats, under the leadership of Senator Bacon, seemed determined to have every vote for their candidate recorded, and, as they have stood it out so far, they say they intend to continue to "stick." After the excitement caused by these proceedings had quieted down it was moved to again ballot. It was getting late along in the afternoon, and members who generally go home on the afternoon trains began to realize that earnest members meant business and a motion was made to adjourn.

THE SEVENTH BALLOT.

This was promptly voted down; so the seventeenth ballot was ordered and resulted as follows:—

Whole number of votes	261
Necessary to a choice	131
Dawes	82
Hoar	60
Curtis	72
Banks	7
Washburn	5
Whittier	1
Phillips	1
Devens	4
Adams	16
Amasa Walker	1
Sanford	11
Hale	1

This ballot completely upset the most sanguine friends of both Dawes and Hoar, when votes were thrown to men not heretofore mentioned in the contest, and it became apparent to the leaders that the sooner the Convention adjourned the better; that they had gone as far as they dared today. A motion was made to adjourn, and, at a quarter of five o'clock, an adjournment was secured, by a small majority, until to-morrow noon.

It has now become a matter of business with members to endeavor to select a Senator; that they have been "dillydallying" for the past ten days has been the universal expression; that a Senator should be chosen is the demand of their constituents, and there now seems a possibility that a solution of this most complicated political puzzle as to who shall be the man will be reached this week—possibly to-morrow. The democrats, under the marshalship of Senator Bacon, of Lawrence, have stood with unflinching bravery throughout the contest. That they intend to do so is their emphatic avowal. "And we have," said Senator Bacon, to the HERALD reporter to-night, "one consolation in knowing that there is no dissatisfaction in our ranks. We rather like the vacancy in the Senate, from the fact that our constituents cannot censure us in our course at the Convention. We are in a minority, and hope to have Massachusetts on the roll with Connecticut and New Hampshire before long." To-night the hotels are crowded with the ringleaders and lobbyists of all factions. The weak ones are being interviewed and nothing will be left undone to make to-morrow a lively day, and, undoubtedly, with some decisive result. Upon the whole, to-day's proceedings have disclosed the weak points, and the climax is hoped to be near at hand.

SHIPPING ON THE LAKES.

PORT COLBORNE, April 8, 1874.

The schooners Lamb and Richmond, with coal, for Toronto, and J. C. Trumpff, with wheat, for Oswego, which wintered here, proceeded down the canal this morning. The tug Gordon made an unsuccessful attempt to-day to rescue the schooner Ames from the ice. It is expected she will be brought to this port to-morrow, as the rain and mild weather to-day have softened the ice.

CAPE VINCENT, N. Y., April 8, 1874.

Six vessels left Cape Vincent for the Welland Canal to-day and five more are under way.

ST. JOHN'S CHURCH, ORANGE, N. J.

A meeting of the creditors of St. John's church, Orange, was held at the Bishop's residence, in Newark, yesterday afternoon. The committee appointed at the last meeting to report upon the debt did so. The amount was the same as recorded in the HERALD last Sunday week. Mr. Spottswood, of the committee, made a proposition that the creditors take the cash already subscribed, and take further mortgage bonds on the church, which bonds are not to draw interest and not to mature until the endowment insurance policy on Father Hickey's life for $200,000 is paid up. The premium on the latter is borne by the church. The proposition is considered fair and will probably be accepted, but the meeting adjourned for a week without decision. It appears that in any case the church cannot be sold before October, owing to the death of ex-Sheriff Gamble, which throws the matter over for the interim.

THE NEW DOMINION.

Archbishop Tache, of Manitoba, Concludes His Defence of Riel—The Indicted Member of Parliament Does Not Put In an Appearance—Great Excitement in Ottawa.

OTTAWA, Ont., April 8, 1874.

In the House last night the Premier stated, in answer to a question, that the government did not intend to apply for any amnesty for offences committed in the northern territories during the insurrection of 1869.

The *Times* this morning publishes the conclusion of Archbishop Tache's manifesto, in which that prelate sums up the argument on the Riel question. The imperial authorities, he contends, are bound by the acts of their agent (the Governor General), and the Dominion authorities, by repeated promises of pardon, and by receiving the delegates after the murder of Scott.

Intense excitement prevailed in the vicinity of Parliament this afternoon in reference to the Manitoba agitator. The lobbies were crowded and the spaces surrounding the building were occupied by an immense crowd, fully 1,000 privileged parties being unable to obtain admittance.

At a quarter past four o'clock the order of the day respecting Riel had not been reached, and a rumor was started in the densely packed galleries that the offender had surrendered to parties in Lower Canada, on which account the French members were to ask for him a month's leave of absence. Another rumor stated that in consequence of the illness of Attorney General Clark, of Manitoba, the Riel matter was to be adjourned for about twenty-four hours. This subsequently proved correct. Towards five o'clock, when it was apparent that Riel would not put in an appearance, it was stated that he intended to await the arrival of Archbishop Tache from Manitoba, by whom he would be advised as to the course he should pursue.

At half-past five, however, the House adjourned, postponing the question until to-morrow. Trouble was expected between the French Catholics and the Orangemen, who had gathered in about equal numbers, but everything passed off peaceably.

TARIFF EXCITEMENT IN NOVIA SCOTIA.

HALIFAX, April 8, 1874.

A good deal of excitement prevails in commercial circles here over an anticipated increase in the tariff. In expectation of an increase in duties the goods in bonded warehouses are being rapidly cleared. The sum of $10,000 was paid into the Inland Revenue Office yesterday