EXPLOSION AT HELL GATE.

Bursting of the Boiler of the Tugboat Lily.

A TERRIBLE SCENE.

The Captain, Steward and a Deck Hand Killed.

PROBABLE CAUSE OF THE DISASTER

Statements of the Engineer, the Fireman and Several Eye-Witnesses.

Yesterday afternoon, between three and four o'clock, as the tugboat Lily was towing the schooner Annie Cotter through Hell Gate her boiler exploded, blowing the tug to atoms, killing two of her crew of five men ontright, fatally injuring the captain, and badly injuring the fireman and a deck hand. It seems that the tug, which was formerly owned by a firm in South street, was sold to Captain David Havens about three weeks ago. The Captain, on getting possession of the boat, hired four men as a crew—Charles Warren, as engineer; John Hogan, as fireman, and two other men whose names could not be ascertained, one as cook and the other as a deck hand. It is said that the tug was by no means a new one, and that her machinery had been a long time in use. Yesterday afternoon Captain Havens with his four men on board went up the East River, intending to go out beyond Hell Gate to meet some inward bound sailing craft whose captain might desire to have her towed to her wharf. At Ninety-second street the tug was stopped to

"GET MORE WATER FOR THE BOILER,"

as the fireman states, and the fact that "more water," and probably much more than was necessary, was obtained may finally be the means of explaining the real cause of the disaster which soon afterward followed. The tug on being cast loose from the Ninety-second street dock was at once headed up stream, and when off Riker's Island, some distance above the point at which the government workships are located, met the schooner Annie Cotter, loaded with lumber. The captain of the schooner engaged Captain Havens to tow his boat to the city, and so the tug was turned about, lashed to the starboard side of the schooner and started for the East River. When just opposite the Hell Gate works the boiler of the tug exploded with a loud report, and the eye witnesses of the terrible accident state that the scene that followed was a frightful one. There was no premonition whatever on board the tug of the danger. The fireman had just come up from the hold, the engineer was at his post in the engine room and the Captain was in the pilot house at the wheel, and everything about the machinery was apparently in good working order. The men who were at work on the Astoria shore state that the report was not a very loud one, and that it was preceded by a puff of steam, which was the first thing that attracted their attention to the tug.

THE EFFECT OF THE EXPLOSION,

however, was terrific. The upper deck—that part which served as a roof to the engine room—was thrown high into the air, the pilot house, which was erected on the forward end of it, being shattered to pieces. The engine roof, or deck, was constructed of thin pine boards, nailed together by light strips of timber, and as it offered but slight resistance, it was the only part of the tug above the water line of the hull that was not torn to splinters. When it was thrown into the air it carried the Captain with it, and his mangled body and the pilot house débris fell into the water at the same time. The fireman and engineer, the deck hand and the cook, too, were blown into the air, but the escape of the former two from death can be accounted for only on the ground that the one was standing on the main deck just opposite the engine room door, and the other inside the room, near the doorway, which was open. The explosion apparently spent its force in an upward direction, and it would appear that the fireman and engineer, therefore, did not receive the full shock, but were simply blown off the main deck over the side of the boat. The puff of steam that preceded the report of the explosion, the report itself, the cloud of smoke which shot upward at the same time that the smokestack and

THE DEBRIS OF THE DECK,

with the bodies of the captain, the deck hand and the cook, were flung right and left, high into the air, all took place in less than three minutes. Indeed one of the eye-witnesses states that the whole occurrence was over before he had time to realize what had really happened; but it was very fortunate for three of the poor fellows on board the tug that everybody who witnessed the disaster was not equally dazed. It so happened that the tug Virginia Seymour was in the neighborhood and several small boats, which at once went to the assistance of the men who were seen struggling in the water where a minute before the tug had been, for the hull went to the bottom almost immediately after the noise made by the explosion was heard. A young boatman named Henry Halsey reached Hogan, the fireman, in time to save him from drowning. Although a good swimmer, the poor fellow was so bruised about the head, and his right thigh so badly fractured that it would have been impossible for him to have reached the shore unassisted. Havens, the captain, and Warren, the engineer, were picked up by other boats. No one on the schooner, strange to say, was injured, and the boat itself only showed a slight indentation on the starboard side where the hull of the tug had evidently lunged violently against it when the explosion took place. The Virginia Seymour took charge of the schooner and the injured men, and lay to for some time in the hope of finding

THE MISSING DECK HAND AND COOK,

but they were not seen at any time after the explosion occurred. The deck hand, it is said, was standing in front of the pilot house on the lower deck, and the cook or steward, as Hogan, the fireman, styled him, was "down below." So it is more than probable the one was killed by the force of the explosion which shattered the pilot house to pieces, and the other in the midst of the steam that must have at once filled the "room" where he was, was either suffocated or so stifled that he was unable to help himself and went down with the hull itself. It is needless to state that

THE GREATEST EXCITEMENT

prevailed at the government works and its immediate vicinity, where the disaster was plain to the view of everybody; but, strange as it may seem many persons living in the houses near the shore did not known anything about the accident until hours after it had occurred. Even some of the workmen on the roads near by, who could not see the river, but who heard the report, thought from its "muffled sound," as one of them described it, that it was an ordinary blast at the Hell Gate works underground. As soon as it became evident that he could do no good by loitering about

THE SCENE OF THE DISASTER,

the captain of the Virginia Seymour started down the river for the Bellevue Hospital dock with all speed, as the wounded men, besides suffering intensely from their injuries, were beginning to snow exhaustion from the cold. Warden Brennan, once the dock was reached, was notified of what had occurred, and he immediately had stretchers sent down to the boat and had the suffering men taken to the hospital, where they were at once kindly cared for. An examination of their wounds showed that Captain Havens was fatally injured. He had a compound fracture of the right thigh, the leg was broken in two places below the knee, both his arms were frightfully scalded, as well as his face, and the lower portion of the person was fearfully lacerated. Hogan, the fireman, was bruised and cut about the head, apparently by splinters from the wreck, and his right leg was badly fractured. Warren, the engineer, was but slightly injured, one side of his head being a little bruised and his face somewhat scalded. He alone was able to go home after having his wounds dressed. The captain was so low when the HERALD reporter arrived at the hospital that it was not deemed advisable to question him as to

THE PROBABLE CAUSE OF THE EXPLOSION,

and, as for the engineer, he was in such a hurry to get away that all that could be ascertained from him was that the boiler of the tug was an ordinary marine boiler and that it was in good condition. When he was asked how many pounds of steam he had on, he said that he was allowed to carry eighty, but that the gauge indicated only seventy five a moment before the explosion. He said he was at a loss to account for the disaster, and as to his own escape he looked upon it as a miracle. "All I know about the explosion," said he, "is that I was standing in the engine room and the next thing I knew I was in the water, with the splintered pieces of wood of the tug's deck all about me. I was somewhat stunned, but not rendered totally unconscious; but I would have been lost had it not been for the boats being so near to us when the accident took place."

THE FIREMAN'S STATEMENT.

The fireman, Hogan, made the following statement:—

Captain Havens, I believe, owned the Lily and bought her from Mr. Townsend, No. 386 South street, about a month ago. He hired me and the engineer and the other men three weeks ago. To-day we went up the East River and stopped at Ninety-second street to get more water. After taking in the water we started up the river, and when near Riker's Island were employed by the schooner Annie Cotter, loaded with timber, to tow her down. We got alongside of her and tied to her on the starboard side and then started ahead. When the explosion took place I had just come from the fireroom, and was standing near the door of the engine room and was looking at the government shanties on shore. The engineer, Warren, was in his place, and I think the captain was at the wheel and the deck hand on the deck ahead and the steward in his room. I did not hear the noise of the explosion. The first I knew that anything had gone wrong was when I struck the water and saw piles of wood floating around. I also noticed that the tug was nowhere to be seen and that the air was somewhat smoky. I didn't stop to think much about all this, however; I took in the whole thing at a glance. The moment I found myself in the water I attempted to swim but felt one of my legs pain me so and so powerless that I knew that it was broken. There were boats all around, and I yelled out to one and at the tug that was near, and got picked up. I did not know the cook or steward by name but I knew them by sight. I saw them a short time after we hitched to the schooner, but I did not see them after the explosion. They might have been in the water and I not been able to see them, however, for I didn't see the captain nor the engineer. While I was struggling in the water I saw a fellow trying to swim, who got on board of the tug at Ninety-second street with another man. They both came in a yawl, and as I don't remember seeing either of them when we got put on board the tug that brought us to the Hospital dock, I think they

MUST HAVE BEEN LOST.

The tug was an old one, judging from her appearance. She was a small boat and had been used a good deal. I think the engineer had been an engineer for a long while and was engineer of the tug Allie Baker before he got on the Lily.

DEATH OF THE CAPTAIN.

Captain Havens, who died a little after seven last evening, resided at No. 82 South Fifth street, Williamsburg. He leaves a wife and two children. The poor woman knew nothing of the disaster until an hour or so after her husband's death, when Warden Brennan had the sad tidings conveyed to her. The Captain was well known among the towboat men. He was a tall, fine looking fellow, and is said to have been a hard working man and a kind employer.

STATEMENT OF PILOT GIBBONS, OF THE SYLVAN GLEN.

Pilot Gibbons, who was in the wheelhouse of of the Sylvan Glen, on her down trip, at the time of the disaster, made the following statement as to what he saw of it:—I suppose it must have been somewhere in the neighborhood of a quarter-past three o'clock when, just as we were passing on the inside of Whitestone Rocks, opposite Hell Gate, I noticed a schooner laden heavily with lumber abreast of Hallett's Point, near the government workings. She was in tow of a propeller, which was lashed to her side about level with her main rigging. Just as we reached slightly ahead, and as they were consequently pointing somewhat astern of us, my notice was attracted to them by a sudden noise, which

SOUNDED LIKE AN EXPLOSION.

I turned partly round to see what it was, when I noticed a big cloud of steam enveloping the schooner. When this had partially cleared away I saw that the tugboat had disappeared. Before this, however, and before the steam had been dispersed by the wind I saw a mass of objects falling in the water. These looked to me, from the way they struck, as though they were large pieces of iron. I could see nothing of the hull of the tug for some time—but a few minutes after I heard the report of the explosion and after the schooner had forged ahead of where I first saw her, I noticed the hull of the steam tug come to the surface and float around with the eddies. I did not turn back to offer any assistance, for I saw it was of no use; besides there were a number of boats in the immediate vicinity at the time, and as it were surrounding the schooner and tug.

STATEMENT OF HENRY HALSEY.

Henry Halsey, one of the boatmen who was instrumental in rescuing the injured crew of the tug, made the following statement to the HERALD reporter, who met him at Astoria shortly after the accident towing the roof of the engine room of the tug to the dock. His statement was corroborated by the statements of several men at the government works at Hell Gate, made to Officers F. Carroll and N. Lawson, of the Long Island police force, who at once proceeded to the scene of the accident on hearing of what had taken place. Halsey said:—I saw the tug and the schooner coming down. I happened to be looking at the schooner just at the time the explosion took place. It was terribly sudden. There was a great puff of steam, followed right off by a dull report, just like a blast, and I saw sticks and planks thrown into the air in all directions. I could see what I thought were the bodies of the crew thrown up also. When the steam and smoke cleared away, as it did very quickly, because there was a stiff breeze blowing, I caught a glimpse of the hull of the tug. There was no smokestack, wheelhouse or top deck, and the hull swung half way round for a few seconds and then disappeared. I also saw two men struggling in the water and I succeeded in my boat in getting to another boat which had reached one man who cried out that his leg was broken. This man I took from this boat to mine and he was put on the Virginia Seymour, which took the schooner away. No one on the schooner was hurt. We heard that two men were missing and we paddled around among the floating timber for a long time, hoping to be able to find them, but we saw no sign of them.

THE INVESTIGATION.

The Coroner was notified last night to hold an inquest on the body of Captain Havens, and it is to be hoped a most searching investigation into the cause of the disaster will be instituted.

TRANSIT OF VENUS.

News From the American Observers in Siberia.

Letters have been received from Professors Hall and Watson, of the American observers. The former arrived at his station, Vladivostock, Siberia, lat. 43 deg. 7 min., on the 8th of September; the latter reached Pekin on the 16th of the same month. Both these chiefs, with their assistants, Professor Young, of Dartmouth College, and Messrs. Wheeler, Gardner, Clarke, Topham, Rockwell, Lacey, Woodward, Ranger, Conrad and E. Watson, together with Mrs. J. C. Watson, who accompanies her husband on this scientific expedition, had reached Nagasaki in the Pacific mail steamer Golden Age, on the 31st August, direct from Yokohama. The United States corvette, Captain Matthews, conveyed Professor Hall's party to Vladivostock, and the Kearsage, Captain Harmony, Professor Watson's party to Pekin. The observatories for use on the 8th of December had been set up when the Professors wrote. Professor Davidson, chief of our third northern party, was expected at Nagasaki, his station. The United States parties in the Southern Hemisphere have not as yet been heard from since their cable despatch of October 9, announcing the arrival of the Swatara.

The French astronomer, Fleurials, set out from Shanghai August 22 for Pekin; the Resident French Minister in China was rendering every assistance to his countrymen. The French have stations at Pekin, Yokohama and Saigon, besides their southern posts at Campbell's islands and St. Paul's Islands. Their expedition to Campbell's Islands came very near losing their whole astronomical apparatus by a fire which burned for two days in the storeroom on board the French steamer, the Jeddah, at Sydney. The instruments were, however entirely saved. Campbell's and St. Paul's islands are entirely barren, but they have been specially cared for and provided with fuel and stores for six months. Indeed all the provisions for the five French parties have been on the most liberal scale. It is to be sincerely hoped that full success will attend them, for the French add to their highest scientific qualities those of wonderful elasticity and endurance. M. Janssen, who heads one of their parties of this year, is the man who, besides observing the solar eclipse with great honor in India in 1868, went out of Paris during its siege, in a balloon, to observe the eclipse of 1870 in Algeria. In observing the transit of 1769 Father Chappé lost his life at San José, in California, while Le Gentil, who, in 1761, failed to reach Pondicherry in season, because of the war then raging with England, when he did land, settled himself to wait the next transit—eight years. It is sad to remember that when the hour came to him, in 1769, it was cloudy.

Let us hope for propitious skies at the observers' posts on the all important day, five weeks hence.

ANOTHER SUICIDE IN JERSEY.

A Pennsylvanian Canal Boat Captain Shoots Himself.

Chief of Police Whitney, of Bayonne, received information yesterday that the captain of a canal boat lying at the canal docks had shot himself. He proceeded to the place indicated and found the man in an insensible condition, with a pistol shot wound in the region of the heart. A physician was summoned, but he could do nothing to relieve the dying man. To the astonishment of everybody he lingered till yesterday, when he expired. The strangest feature in the case is that no person knows anything as to his name, family connection or place of residence. He was alone on the boat. The only explanation given is that by another boatman, who said that the deceased recently complained that he had been a long time afflicted with asthma, and sometimes with chills and fever, and he asked that this boatman would see him decently buried. The boatman, however, took it as a joke. The County Physician decided not to remove the body for a day or two; but it was at last identified as that of Thomas Keeler, of Vicksburg, Pa. He was thirty-five years old.

THE GLENDENNING TRIAL.

Refusal of the Presbytery to Hear Rebutting Testimony—Protest of the Prosecution—All Sessions Hereafter To Be Held in Secret.

Yesterday was the twenty-second day of the Glendenning investigation at Jersey City. There was a fair attendance of presbyters. Rev. Mr. Booth moved that a committee be appointed to prepare a digest of the case, in order that it might be ready at the same time as the verdict of the Presbytery. The motion was adopted, and the Rev. Messrs. Booth, French and Waterbury were appointed.

When the reading of the cross-examination was concluded Dr. Imbrie asked the defendant some questions, to which the following answers were given:—When Miss Pomeroy made the statements to me in regard to the individuals with whom she said she had intercourse she gave the date and circumstances connected with each case; she talked like a sane person, but with a certain degree of hesitancy, which I attributed to a feeling of shame.

Q. Did you ever charge any of these persons with being the father of her child? A. I did not.

Q. Did you not charge Mr. Northrup to his face? A. I don't think I did; I told him I had heard something about it; he said, "Who charges me in that way?" I answered that I did not, and that if he chose to accuse himself I had no objection.

Mr. Dod objected that this line of examination was

STRETCHING TOO FAR.

He thought that the decision of the Presbytery a few days ago that Mr. Glendenning should not mention names was very wise and prudent and he hoped it would be adhered to. He had been speaking to one of the civil justices, who informed him that the decision of the Presbytery was very judicious, inasmuch as Mr. Glendenning would be liable to a suit for slander at the hands of any of the parties so named, and that in such a suit the civil tribunal would take no cognizance of the fact that the statement was made under an oath administered by the Presbytery. In other words, such an oath would be no protection against

A SUIT FOR SLANDER.

Dr. Imbrie then asked the question, if he relied solely on Miss Pomeroy's statements as the sole ground on which these parties were implicated, and the defendant answered in the affirmative. He added that he had no suspicion till she made those statements. He had a certain degree of suspicion when he received the anonymous letters.

Dr. Imbrie explained in answer to the objection of the defence that his only object in asking those questions was to have the

CHARACTERS OF RESPECTABLE MEN

in the community placed where they properly belong.

In answer to further questions, defendant said that the anonymous letters mentioned the same names as those contained in Miss Pomeroy's statement, but not all.

Mr. Horace Dean recalled—Mr. Glendenning called on me the morning after his arrest and showed me a letter he had received from Miss Pomeroy (letter produced); that is the letter; it was not divided as it now is, but in one piece; have never seen Miss Pomeroy's handwriting, except in some papers connected with this case.

Cross-examined by Dr. Riggs:—How do you know this letter was from Miss Pomeroy? A. Mr. Glendenning told me so.

Q. Is that your only source of information? A. Yes, sir; I believed him when he told me; Mr. Glendenning told me he had been arrested the previous night and that Miss Pomeroy had given him this letter unsolicited on the Sunday previous, and that she had explained it in part, but never entirely; he said he intended to use it in his defence; he told me that when he was arrested he realized the necessity of having that paper.

Dr. Riggs repeatedly reminded the witness that he wanted

SPECIFIC ANSWERS

without the "of course," "undoubtedly," &c.

Rev. Mr. Moore recalled—I called on Mr. Glendenning soon after his arrest; he read two letters for me; one was from Miss Pomeroy to him, and the other on the second leaf of the sheet was a copy of a letter from Miss Pomeroy to her cousins; one was explanatory of the other; the letters here are the same as he read them, but I don't think he read the date or the signature; this occurred on the 17th of July; he told me the circumstances under which he received them. On cross-examination the witness intimated that his

MEMORY FAILED HIM

completely in regard to the dates of the conversations between him and Mr. Glendenning; the latter left the impression on his mind that he had given Miss Pomeroy the watch and chain, but he could not tell at what time the conversation occurred, except that it was between the 15th of July and the 15th of November. He was asked the question—Did you not have the impression that Mr. Glendenning's admission that he gave her the watch and chain was an unfavorable one to him? A. No. The cross-examination elicited one important point. There was

A VERY SERIOUS DISCREPANCY

between Mr. Glendenning's statements to the witness and those to Rev. Mr. French regarding the presents. To the witness Mr. Glendenning stated that he had bought the watch and chain at Miss Pomeroy's request, while to the Rev. Mr. French he stated that he presented them to her on the anniversary of her union with the church and as an encouragement to her to lead

A TRUE CHRISTIAN LIFE.

This witness having been resworn previous to giving his testimony, Dr. Edwards arose and asked the Moderator if the practice was not irregular. The Moderator replied that it was the practice in Presbyterian assemblies for a witness to take an oath whenever he comes to testify on a new subject.

Mr. Mesereau asked the Moderator when and where he ever knew of such a case.

The Moderator—The Moderator declines to state.

Mr. Mesereau—Then I don't care to hear it.

Dr. Eddy—I never heard of it before.

THE DEFENCE CLOSED.

Mr. Dod here announced that the defence had no further testimony to offer. Whether it would be necessary to introduce other witnesses hereafter depended on the course the prosecution might take.

A long debate ensued on the question of adjournment, and it was finally agreed that the next session be held in the parlor of the First Presbyterian church, Jersey City, next Monday week, at half-past nine o'clock A. M., when the summing up will take place. As far as the public are concerned, the trial closed yesterday. Nothing further will be known till the verdict is rendered, except the testimony of the Rev. Mr. French, by commission. The commission consists of the Rev. Messrs. Fisher, Eddy and Martin.

THE GERDEMANN SCANDAL.

Particulars of the Ex-Priest's Hasty Marriage in Jersey City—Who Was the Brother Priest?

A HERALD reporter had an interview last evening with the Rev. J. Howard Suydam, pastor of the Third Reformed church in Jersey City, and gathered from him the following particulars of Gerdemann's marriage:—"On the morning of the 4th inst. two gentlemen and a lady called at my residence about half-past nine o'clock. One of the gentlemen said he wished to be married. I asked them the usual questions, as to whether either of them was married and received satisfactory replies. They seemed to be in a hurry, as they said they would take the train to Philadelphia at ten or half-past ten. I had not the slightest suspicion that either of the gentlemen was a clergyman, but when my attention was called afterward to the church defalcation in Philadelphia I was satisfied these were the parties. The bride was a pretty stout lady and rather attractive. The bridegroom was a good-looking man, pleasing in manners, and I was particularly impressed with his companion, who had a fine, intellectual head. This man, seeing a frame containing the Latin phrase, '*Nulla dies sine linea*,' remarked, with a shake of the head, 'Ha, Martin Luther I see.' He had a very clerical appearance, now that I come to think of it. He and my wife were witnesses to the ceremony. He paid the usual fee and left. I see in one of the papers that he states he married her with the full knowledge and consent of her parents. That is not true. When I questioned her on this point she did not conceal the fact that she was acting solely on her own responsibility. When I spoke to her of the serious import of such a step and the possibility of being disinherited by her parents, she said she had no fears on that point, as they would be all right after awhile. She was intelligent, ladylike and amiable in conversation. She was dressed in a stone-colored travelling suit, with black sacque. When I asked them their destination he said they intended to take up their future abode in St. Louis." The following is a copy of the certificate filed in the office of the Bureau of Vital Statistics and signed by both the contracting parties:—

MARRIAGE CERTIFICATE.

Full name of husband, John W. Gerdemann.
Place of residence, St. Louis, Mo.
Age next birthday, thirty-three.
Occupation, physician.
Place of birth, Prussia.
Father's name, Henry Gerdemann.
Mother's maiden name, Mary Lenerman.
Full name of wife, Margaret Wilticn.
Place of residence, Reading, Pa.
Age next birthday, twenty-nine.
Place of birth, Philadelphia.
Father's name, John Wilticn.
Mother's maiden name, Harriet Piper.

Then follows the declaration:—"We, the husband and wife, declare the foregoing to be true," &c., and is subscribed John W. Gerdemann and Margaret Wilticn. The witnesses subscribe themselves, F. A. Bernard and Mrs. J. H. Suydam. The date of the certificate is November 4, 1874.

THE 'LONGSHOREMEN.

The Strikers Preserve a Steady Front Along the Whole Line.

AN ITALIAN BADLY BEATEN.

Meeting of Union Men Last Night.

The 'longshoremen are still preserving a bold front against the attempt by the steamship companies and a monopolist stevedore to reduce their wages. There appears to be a movement on the part of several interested persons to spread a report that the 'longshoremen are overpaid and drawing wages equal to mechanics. The price that they demand, forty cents per hour during the day and eighty cents per hour during the night, might give rise to some such a belief, but a slight investigation will prove otherwise. The fact is that 'longshoremen, as a rule, would be glad to accept $12 per week on a steady job. The eighty cents per hour during the night is stated to have been put on in order to prevent the steamship companies giving the men unnecessary night work. For some time, it seems, they were in the habit of keeping the hands round the corners until late in the afternoon, when they would put them to work for the whole night. If the 'longshoremen were to get steady work all the year round at the prices they demand they would have a good job; but when $20 is considered a wonderfully good week's wages it is hardly surprising that they rebelled against any reduction of the figure. Under the old system a man who got twenty hours of day and ten hours of night work during the week, bringing him $16, was considered very lucky. Sometimes a gang would get a good day's work, and then lie idle for the rest of the week, forced to be satisfied with the luck that had fallen to their share.

THE NORTH RIVER FRONT

as a rule was very quiet, and the police reported that they anticipated no very great trouble. In the morning an Italian named Henry Pless, of No. 16 Minetta lane, was attacked by a party of the 'longshoremen and rather severely beaten, near the corner of King and Washington streets, but on the arrival of the police the wounded man was taken to the station, and after his wounds were dressed he was sent home. Yesterday afternoon the 'longshoremen were very quiet, and although there were outsiders working on the Pacific Mail, White Star and National lines, no attempt was made to interfere with them. The union men were still determined not to put up with any compromise and intend to fight it out on that line. The leaders are very anxious to see the men back to work, but still they ask for justice and intend to do all in their power to keep up the prices.

THE PACIFIC MAIL

Steamship Company's dock was very lively yesterday, and some of the officials said that Mr. Walsh had more applications for work than he possibly could accommodate. They are not, however, skilled laborers, and, although they did pretty well yesterday unloading chests of tea, there will be considerable trouble when they come to stow cargo preparatory to the departure of the steamer. A good many of the new hands are mere boys and not fit for any hard manual labor.

The White Star line and the National line are both stevedored by Walsh Brothers, and the work on the docks was quite lively yesterday. The new hands made quite a stir while at work, but there is more flash in the pan than business about it. The steamer Metropolitan, from New Orleans, belonging to the Merchants' line, arrived yesterday morning, and her cargo is now being discharged by about fifty union men, who are receiving the regular wages of forty cents per hour.

The 'longshoremen themselves are quietly awaiting the result of affairs, being satisfied that their ultimate triumph is only a matter of time. They also feel confident that in a week or so the merchants and the stevedores will be tired of paying thirty cents per hour to men who cannot perform one-half of the work that union men can within the same time. The leaders of the different unions feel sorry that some disorderly individuals should have brought their organization into discredit by the cowardly attack on the Italian yesterday morning.

POLICE MEASURES.

The precautionary arrangements on the part of the police have been very good, and West street has been carefully watched by the guardians of the peace. They have had very little occasion to make use of their official power, as the loungers on the corners have been uniformly good humored. Rumors have been circulated of a bloodthirsty nature, calculated to damage the interests of the union men, but they are entirely without foundation. In fact the 'longshoremen say they are only holding out for what they deem their rights and have not the slightest intention of creating any disturbance.

ALONG THE EAST RIVER

everything was rather quiet; but whether it was the calm preceding a storm or whether there were really none of the elements of a disturbance it was impossible to determine. On the only two wharves the occupants of which had joined the combination—the docks of the Savannah and Liverpool and Bristol Steamship companies—the police were stationed all day, while along the street stood groups of 'longshoremen discussing in loud and rather excited voices the proposed reduction. Captain Cherry, with a posse of some twelve men, was on pier 18, to protect the crew of the Arragon and the few non-society men whom the stevedore had employed for the unloading of the ship. Captain Cherry, like an brave policeman that he is, expressed his determination to fully protect the non-society men on the wharf if it took his last man. In the afternoon some one started the story that Mr. Morgan, the agent of the Liverpool and Bristol line, had engaged a number of Italians to take the place of the striking society men. Thereupon great indignation was manifested by these honest toilers, and one young laborer said, "If these Italians come over here we'll go over and give them a good beating, that's what we'll do." Captain Cherry, to whom this expression was reported, nourished his baton boldly and said, "Let them come on; we'll give them all they want." However, the 'longshoremen, fearing that the Captain might be as good as his word, did not "come on," more especially as the Italians who were to take their places (following the time-honored principle that discretion is the better part of valor) preferred the security of their maccaroni at home to the insecurity of the East River docks.

The 'longshoremen on the East River front evinced no disposition yesterday to give way in this great conflict between capital and labor. They spoke very bitterly of the conduct of the stevedores, who, they said, sided with the merchants, while they ought to have espoused the cause of the laborers. If the shipping merchants, they argued, were unable to pay the former rates it was

THE FAULT OF THE STEVEDORES,

whose profits swallowed up so much of the money set apart for 'longshoremen's wages. Why, they asked, were the stevedores wanted at all? What good did they do? Why did the shipowners not engage the laborers themselves, instead of paying the stevedores an enormous profit for doing so, &c.? One of the 'longshoremen, who seemed to be possessed of unusual intelligence for his class, spoke of several stevedores who had grown rich in the business by charging the shipowners heavy rates and grinding the 'longshoremen down to the smallest wages. They thought it very unjust that the poor men should have to bear the brunt of this reduction instead of the stevedores.

The crew of the Arragon and the non-society men worked satisfactorily, and when they were done for the day Captain Cherry's men dispersed the crowds on South street and saw to it that they could reach their respective homes with safety. Thus bloodshed was avoided on the east side by Captain Cherry's foresight and vigilance. The preparations and arrangements of the police for a riot were complete, and if the 'longshoremen had attacked the non-society men at work there is no doubt that

SERIOUS LOSS OF LIFE

would have ensued. The policemen stationed along the East River irons were all armed with their revolvers, and would have undoubtedly used them if attacked by a superior force of 'longshoremen. The latter, however, were fully aware that they would not only have to cope with Captain Cherry's limited posse, but that Superintendent Walling would soon send down a force fully sufficient to overwhelm them. These considerations were quite strong enough to deter the few who were inclined to use violent measures, and the majority, as stated above, were opposed to any breach of the peace. To-day the Italians will probably make their first appearance on the East River docks, and what kind of greeting they will receive from the Irish and German union men remains to be seen. Captain Cherry, with his men, will, of course, be on the spot to prevent any violent "demonstrations," and it is to be hoped that the peace will be preserved.

Attack on Italian Laborers.

Some 'longshoremen made the mistake yesterday afternoon not only of making a riot, but of assaulting men who are not concerned in the present effort to reduce their pay. About half-past three o'clock a party of Italians—about twenty in number—were attacked by the "strikers" while in West street, near Charlton street. The 'longshoremen used the poor natives of sunny Italy without mercy. They assaulted them with every kind of blunt weapon, dealt them telling blows with fist and club, and when the Italians took to flight added the howls of victory and rage to the other incentives to haste. After the assault it was learned by the police that the Italians were engaged to go to Troy, and had been on their way to the boat at pier 49 North River when they excited the ire of the 'longshoremen. As a result of the impromptu riot several of the Italians were bruised badly, but the only one severely hurt was Guisippo Biondinni, of No. 162 East 112th street, who had his jaw fractured. He was sent to Bellevue Hospital.

Rioters at Jefferson Market Police Court—Four Men Held to Answer.

Some of the 'longshoremen on strike yesterday made attacks upon persons who were seeking work. Ten of these were marched to Jefferson Market Police Court, where charges were preferred against them. The evidence against six out of the ten was not strong enough to hold them, and Judge Flammer discharged them with a warning not to interfere with any laboring man who might desire to work at the reduced wages. The remaining four were committed in $500 bail each to answer at Special Sessions. Their names are Patrick Dalton and John Dalton, two brawny brothers; Richard Marah and John McMahon.

Patrick Dalton was arrested by Detective Dorsey, of the Sixth precinct, in the act of pounding the head off Enoch Hunt, a poor fellow who has been in the country but three weeks.

John Dalton attempted to attack two wounded men who were being escorted to the Twenty-eighth precinct station house by Officer Lavercool and several other policemen.

Richard Marah made a desperate attack on Adam Schwagel, of No. 176 Delancey street, who was looking for employment at pier 45 North River.

Marah, who is a big and powerful man, knocked down and kicked Schwagel, who is of small stature, and but for the timely arrival of Officer Mallon would have probably killed him. He was promptly arrested.

John McMahon was caught by Officer Wright in the act of punching Erasmus Hang in the face because he was in search of employment.

Further assaults by the strikers are looked for by the police.

The Strike in Jersey City.

The vicinity of the Cunard docks in Jersey City yesterday was undisturbed by any demonstration on the part of the 'longshoremen now on strike. Groups of the men lingered on the street corners and expressed their determination not to yield to what some of them designated the "tyranny" of the Cunard Company. They seemed to be convinced that the company cannot get along without them, and that as soon as work becomes lively at the wharves they will find it to their interest to employ experienced hands in preference to incompetent men at low wages. There is very little work going on now at the wharves. Mr. Walsh, the superintendent, is disposed to be conciliatory, and, while he does not feel at liberty to recede from the position taken by the company, he is quite willing to confer with any committee sent by the strikers with a view to an amicable settlement. He does not attempt to disguise the fact that it would be to the interest of the company to retain the old hands in preference to new ones, even if concessions were to be made, as everything depends at times on quickness and despatch. The men have abandoned the idea of holding a public meeting, and as soon as their resolution to appoint a Committee of Conference with power shall have been concurred in by the association in New York a conference will be held with the Cunard superintendent, and in all probability a satisfactory solution will be reached.

The Strike in Hoboken.

So dull is the shipping trade that upwards of fourteen of the Bremen steamers are laid up in Europe on account of there being no work for them to do. Only the boats with compound engines and burning comparatively little fuel are being run. It is reported that four of their vessels, constructed for the Australian trade, are for sale. The 'longshoremen show no sign of surrender.

In the afternoon a few of the men who had been off at the Hoboken docks became slightly intoxicated, and threw stones at the New York laborers whom the Bremen Company hired. A row was in prospect; but the energetic interference of the police whom Chief Donovan had detailed, speedily quelled the disturbance. One of the 'longshoremen was arrested and locked up in the police station. The Bremen Company are resolute in their determination to hold out against the strikers. Owing to the precautions of the Hoboken police little trouble is apprehended to-day.

MEETING OF THE 'LONGSHOREMEN.

Their Firm Attitude of Resistance Maintained—Unanimous Action of the Societies.

A large and enthusiastic meeting of 'longshoremen was held last night at Harmony Hall, No. 78 Varick street. Delegates from the different divisions of the Union Protective Association of New York, and from the Brooklyn, Jersey City and Hoboken societies composed the Convention. Most of the delegates were hardy, honest looking men, whose horny hands and rugged faces gave evidence of the severe toil by which they earn their bread. The large hall was crowded to its utmost capacity, and the greatest unanimity characterized the proceedings. The object of the gathering was to take some action in regard to the lock-out.

Mr. Roger Burke presided and Mr. Joseph Ashmore acted as secretary. The President said that none but delegates, with the exception of the representatives of the press, would be allowed to participate in the proceedings. Hence he would ask all those who were not delegates to withdraw. After they had filed down the staircase, together with the delegates, so that the hall was almost entirely cleared, the arrangement was altered, and it was determined to call the list of delegates and separate them from the others by assigning them seats in the middle benches. This was done, but

THE CALLING OF THE ROLL

occupied a long time, so that it was nine o'clock before business was taken up in earnest. One great difficulty was that some of the members, after they had once left the hall, failed to return, and sergeants-at-arms were sent in search of them, most of them on fruitless errands. Then there were protracted discussions as to who were and who were not authorized delegates, which occupied a good deal of time. Substitutes had also to be found for absent members, and a vast amount of discussion was occasioned by these preliminary arrangements.

Expressions of opinion were then called for by the President.

A motion was made to admit the members outside the hall.

A delegate from organization No. 2 thought this was a "bloody dull motion" to make, as one man was as good as another.

Another member protested against this view of the matter.

The PRESIDENT—Oh, nobody will be allowed to interfere with the business of the Convention.

Those not members were then asked to take the side seats.

SPEECH OF JAMES SCANLON.

Mr. President, we want everybody to know our views. The press is here and will publish our proceedings. There is not one in the hall but that is on the strike. Before you'll see Friday or Saturday—now there are not many steamers in port—we shall have our wages. So long as the societies hold out against the merchants and stevedores we shall get our wages. All the workingmen are involved in this business. In 1862 we battled against the stevedores and merchants, and you see what wages we have now. There is no man here but knows what is the sustenance and price of a poor man. Twenty years ago——

A DELEGATE—We don't want to hear anything about twenty years ago, but about to-day.

The CHAIRMAN—Mr. Scanlon will proceed.

Mr. SCANLON—It is almost beneath me to proceed, Mr. Chairman; when the gentleman speaks he will find that Scanlon will not interrupt him.

Mr. Driscoll, of organization No. 2, being asked to express his views, said, "We are all 'longshoremen and come here to offer resistance to our tyrants." (Applause.)

Mr. George McCord, of organization No. 3, observed, speaking of Mr. Walsh, the stevedore, "He has gone back on us, and if the Welsh Brothers should ask us to-morrow to come back under the old rate I say no society man has a right to work for them."

Mr. Barry, of No. 3, read an eloquent address to the 'longshoremen, also censuring the Welsh

THE WORKINGMEN'S FRIEND.

Another member spoke of the grievances of the 'longshoremen, which, he said, were truly stated by that friend of the workingmen, the HERALD. (Applause.)

Mr. Dowling, of No. 2, expressed the hope that the Convention would pay, if necessary, $20,000 to extricate the 'longshoremen who were arrested from their legal difficulties.

Mr. Scanlon moved that a charge be preferred against Captain Washburn for clubbing the 'longshoremen.

Mr. Driscoll said that it was very easy to deal with Mr. Waling. He knew a sergeant who——

The delegate was called to order for not speaking to the question, and had to sit down.

A delegate moved that no 'longshoremen work again for Welsh Brothers. (Cries of "Oh, that's all over now.")

The SECRETARY—Gentlemen, I move that we get through with one thing first.

A MEMBER—Mr. President—

The Speaker's coat was pulled from behind, so that he might sit down. However, he fell, and was then dragged a short distance by one of the orderly 'longshoremen. On promising to behave himself in the future he was allowed again to take his seat.

A committee on the "police outrages" of yesterday was then appointed, and after further expressions of their firm resistance against the reduction policy of the steamship lines the meeting adjourned. The committee will engage counsel for the 'longshoremen who have been arrested.

THE CROKER CASE.

The Coroner Indicted for Murder and Lodged in the Tombs.

A Motion for Bail To Be Argued—What Croker and the District Attorney State—Proceedings in Court Yesterday—Other Indictments.

On Monday afternoon the Oyer and Terminer Grand Jury found a true bill of indictment against Richard Croker for murder in the first degree, and found that "the said Croker was accused of having in his hand on the 3d day of November last a pistol which he did shoot at one James McKenna, causing death to the said James McKenna." The indictment recites the facts as sworn to before the Coroner's jury, a number of the same witnesses having appeared before the Grand Jury and given the same recital of alleged facts.