

THE IMPERIAL COUNCIL.

THE TWO GREAT CHANCELLORS CONFERENCE.

Berlin, May 12, 1875. The Czar, Prince Gortschakoff and Prince Bismarck had a long consultation to-day.

THE MONARCHS CONSULTING TO FIND A COMMON GROUND FOR ALLIANCE.

LONDON, May 12, 1875.

The Daily Telegraph's Vienna special says Bismarck, with the help of Russia, intended to propose a treaty written guarantee of the status created by the Peace of Frankfurt.

Russia and Austria are ready to support it.

GERMAN ASSURANCE OF NEIGHBOUR INTERESTS—A "POWERFUL PEACER." BERLIN, May 12, 1875.

The North German Gazette says—"We can give assurance that the relations of Germany and France have at no time since the war been more friendly and satisfactory than they now are."

The Prussian Correspondence, a semi-official paper, declares that Germany desires peace, and is able to rely on union with a powerful neighbor to suppress any possible foreign ambition aiming at its disturbance.

BANCROFT ON THE SITUATION.

THE COUNCIL OF THE EMPERORS' MOTIVE FOR PEACE STRONGER THAN THE TENDENCY TO WAR—THE POSITION OF THE EMPEROR IN EUROPE AND AMERICA.

WASHINGTON, May 12, 1875. The situation in Europe continues to engage much attention in diplomatic circles. Our representatives at the courts of continental Europe are still keeping a watchful eye upon the progress of events, and the State Department is regularly advised of the result of their observations.

HON. GEORGE BANCROFT'S OPINION.

Mr. Bancroft, late United States Minister at Berlin, has, since his return to this country, kept up his relations with the statesmen and diplomats of Europe, and particularly those of Germany, through frequent correspondence. By this means Mr. Bancroft has been kept fully informed of the political movements and the attitude of the different Powers toward each other.

Mr. Bancroft's ripe experience in diplomacy, properly made him the best authority on European complications and the possibilities of any one incident at this capital.

WHAT THE EX-MINISTER HEARS AND WHAT HE THINKS.

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THE SCHILLER.

Eighty-nine B dies Recovered From the Wreck.

Names and Marks for the Identification of the Dead.

[SPECIAL DISPATCH TO THE HERALD BY CABLE.] LONDON, May 12, 1875.

A telegram from Seilly reports that eighty-nine bodies of persons who were lost by the wreck of the steamship Schiller, have been recovered.

BODIES FOUND. Among them are the bodies of the following:— Walter Blacker, steward. Mrs. Henry Martin. The body of a male, with "A. E." marked on a signet ring and "A. E." marked on linen. August Thomas.

The body of a young lady, having a diamond set in a massive gold ring, was found at a distance of twenty miles from the scene of the disaster.

MISS DIMOCK'S BODY TO BE SENT TO AMERICA. Orders have been received directing that the body of Miss Dimock be shipped for America.

A SUBMARINE SURVEY. A diver made a survey of the wreck during the afternoon.

A CORPS OF EMBALMERS SENT FROM LONDON. London, May 12, 1875.

Competent men have been sent to the Scilly Islands to embalm the bodies of the dead.

AT THE COMPANY'S OFFICE. There were but few visitors yesterday at the office of the Eagle line. Those who did call had evidently no hope that they would receive any tidings of their friends on board the ill-fated steamer.

THE QUESTION OF EMBALMENT. The agents received the following cable despatch yesterday morning:— Scilly, May 12, 1875.

KNATH & NACHO, New York.— Please inform friends of Nathan Becker, M. Becker, Wilhelm, Kinke, Hermann Bachmann and M. Wassermann that embalming is impossible here. Consent general agrees with me that, under the circumstances, the only reasonable course is to bury decently and mark graves. BANFIELD.

THE EMBALMERS READY FOR WORK. Later in the day, however, they received the following despatch from Mr. Banfield:— Embalmers arrived to-night. Will have all bodies you wish embalmed and sent on. Inquiries all parties interested that all orders for embalmment will be attended to at once.

NOT ON THE SCHILLER. TO THE EDITOR OF THE HERALD:— Will you be kind enough to correct the error in your Sunday's issue. Among the names of those lost on board the ill-fated steamer Schiller were Charles F. Haase, physician, and Mrs. Haase, No. 52 East 12th street. Will you state that my wife and I were still living. CHARLES F. HAASE, M. D., May 11, 1875. No. 242 East Twelfth street.

THE JEFFERSON BORDEN MUTINEERS. The wounded mutineers of the schooner Jefferson Borden, in hospital here, are getting better, and it is believed that they will recover.

RUSSIA AND JAPAN. The Russian government has signed a convention with Japan by which the Japanese part of the island of Saghalien is ceded to Russia.

SPAIN. GENERAL AGUIRRE'S MANIFESTO FOR REACTION AGAINST DON CARLOS. LONDON, May 12, 1875.

The first publishes an address of the Cabinet, advising them to the Navarre and Basque Carlists, inviting them to turn their arms against their leaders, who "prolong the war only to enrich themselves." It declares "that the events of the last two years only show the ineptitude of Don Carlos, who has lost his right to the crown before God and the world."

AQUIRRE IS EXCEEDINGLY POPULAR, and it is confidently claimed that his entry into Spain will cause large defection from the Carlist ranks.

AN EXCHANGE OF PRISONERS BETWEEN CARLISTS AND HENDAYTES. LONDON, May 12, 1875.

An exchange of 250 prisoners has been effected between the Carlists and Alfonso's near Barcelona.

CUBA. A MERCHANTS FAILURE, WITH HEAVY LIABILITIES. HAVANA, May 12, 1875.

Don J. & Co., Santiago de Cuba, have suspended. Their liabilities are estimated at \$250,000.

WASHINGTON. SPECIAL WASHINGTON DISPATCHES. WASHINGTON, May 13, 1875.

THE NEW COMMISSIONER OF INTERNAL REVENUE. Ex-Senator Pratt called on the President and Secretary Bristow to-day, and subsequently visited the Internal Revenue Office, where he was for some time in consultation with Mr. Douglas.

HE HAS NOT DECIDED WHEN TO FORMALLY ENTER UPON his duties as Commissioner, though he will do so probably within a week. His commission was signed to-day.

THE REMOVED RESIGNATION OF SECRETARY FISH. Nothing is known at the Executive Mansion of the reported resignation of Secretary Fish at the end of the present fiscal year.

OFFICIAL CONGRATULATIONS OF PRESIDENT GRANT TO THE PRESIDENT OF HONDURAS. The President has received the following congratulatory letter to the President of Honduras:—

ALWAYS S. GRANT, President of the United States, to the Honorable Don Porfirio Leiva, President of the Republic of Honduras.

GREAT AND GOOD FRIEND—I have received the letter which you addressed to me on the 4th of February last, informing me of your election to the office of President of the Republic of Honduras. Permit me to offer to you my congratulations on this happy event and my best wishes for your successful discharge of the duties of that high trust. Be assured that your expressions of friendship toward this country are highly appreciated, and that it is my ardent desire to preserve undisturbed the amicable relations which happily exist between the Republic of Honduras and that of the United States. May God always bless your country. U. S. GRANT.

By the President—HARRISON B. SWANWICK, Secretary of State. WASHINGTON, D. C., May 10, 1875.

AN AUDITOR REQUESTED TO RESIGN. There can scarcely be any doubt, that Colonel Sheats, Sixth Auditor of the Treasury, has been requested to resign.

THE STEAMER METROPOLIS.

Arrival of the Missing Vessel at the Dutch Island Harbor.

HER ENGINES DISABLED. Terrific Storms Encountered by the Unfortunate Ship.

SUFFERINGS OF PASSENGERS AND CREW. NEWPORT, R. I., May 12, 1875.

Many hearts will be glad upon reading the news of the safe arrival of the steamer Metropolis, so long overdue, in Dutch Island harbor this morning. The glad news quickly spread, and toward noon Captain Elias and Purser Crawford, with some of the passengers, arrived here to send the glad tidings of their safety to their families and friends. Captain Ellis makes the following report:—

Left Hamilton, Bermuda, April 15, with merchandise and twenty-six passengers, consigned to Hunt Brothers, New York. On the following day, during a heavy fog, we struck the rocks of the Metropolis and the mainmast. On the 17th the circulating pump was disabled; but we made temporary repairs so that the engine was still available. On the same day we sighted the bark J. Matthews steering northeast, in latitude 36 deg. 48 min, north, longitude 64 deg. 50 min, west. On the 20th we sighted the steamer Jacob, from Jamaica to New York, and at their request five passengers were put on board of her. On the 20th we exchanged greetings to give her good steers. King, from Baltimore to Longueville, on the 21st of May, in latitude 36 deg. 25 min, and longitude 65 deg. 21 min, north, longitude 64 deg. 50 min, west. On the 21st we sighted the steamer Longueville, from New York to Havana, which supplied us with provisions. On the 21st, off Santeague light, boarded the schooner Kate Newman, from New York to Boston, and put one passenger on board of her. She could not supply us with any provisions. On the same day we boarded the schooner William P. Brooks, from New York to Boston, with cargo of coal, which supplied us with provisions and towed us into port.

A few days out from Bermuda the coal gave out, and the rolling of the steamer broke some of the stumps and started the boilers. The steamer could not carry sail enough to give her good steers, and in this unmanageable condition she drifted about in the unlighted sea that Captain Ellis over saw. Twice she was driven across the Gulf Stream, and she passed through hail storms of almost incredible violence. Captain Ellis says the stones were as large as bullets, and the storm lasted a good while. The steamer sprung a leak, and is sound and seaworthy in spite of her rough usage. Her sails were badly torn, but by constant repairing they served to keep the steamer afloat until assistance providentially arrived.

DESCRIPTION OF THE STEAMER. The Metropolis is a wooden screw steamer of a little less than 500 tons burden. She was built at Mystic during the war, and in 1871 was out in two and a half years, and her name was changed from the Metropolis to the Metropolis. She is now owned by the Metropolis and her sister to the one now known as the Metropolis. Her hull and rigging were carefully and thoroughly made and sufficiently proved by her present good condition. She carries a crew of twenty-three men.

The supply of meat gave out about ten days ago, and since that the bill of fare has consisted mainly of potatoes and onions.

THE NAMES OF THE PASSENGERS. The names of the passengers are as follows:—J. Beam, David R. Turner, Mary E. Turner, Nettie Jane, Samuel Ing, James Ing, William Ing, Nettie Ing, Albert Murock, William Hayden, Mary Somers and daughter, William Murphy, A. Smith, Mary Pritchard, Martha Ing and four others. One of the passengers, Mr. Murock, makes the following statement:—

STATEMENT OF A PASSENGER. The first heavy weather, which was much weather, did considerable damage to our rigging and carrying way, and the vessel was in a very bad way, and we were repaired several times. About the 24th of May the coal gave out, and after that time we had to depend on the pump and cooking stoves for fuel. The pump was in a very bad way, and we were repaired several times. About the 24th of May the coal gave out, and after that time we had to depend on the pump and cooking stoves for fuel. The pump was in a very bad way, and we were repaired several times.

THE CARGO. The cargo consists of tomatoes, onions and potatoes. About one-half of the tomatoes are rotten and the onions are sprouted. The potatoes are unharmed. Hunt Brothers, our agents, have instructed the purser to forward his passengers without delay to New York by the Fall River line this evening, but the vessel being at so great a distance from this port, and there being no way of communicating with the Fall River line, it was deemed advisable to keep the passengers on board until to-morrow. In fact the passengers preferred to remain on the steamer, as they, together with the officers and crew, are completely worn out with their tedious voyage. One of the lady passengers is quite ill, and it will be impossible to remove her at present. The steamer is entirely out of coal, and her engines are sadly in need of repairs. Captain Ellis was notified this evening that a tug and pilot would be sent at once from New York to tow her to her destination. Earlier in the day he was ordered to secure a tug here, and have the steamer towed around to the inner harbor and have her repaired at this place.

The captain of the schooner who towed the steamer into Dutch Island wanted \$500, and upon Captain Ellis refusing to pay it he left her to the nearest harbor, where she was taken in tow. It was an earlier date it would have been taken in tow, but the anxiety and suspense which has been occasioned by her prolonged absence from port. From the fact of her being for so long a time of the coast, it is a little singular that assistance was not secured and her owners notified of her condition at an earlier date. Too much praise cannot be awarded to

CAPTAIN FAUCH. The Norwegian Captain Logueudau, who supplied her with provisions and earnestly desired to remain by her and render any future assistance which might be required. The passengers all speak of his conduct in the highest terms, and some suitable recognition of his action will be forthcoming. The passengers also desire to thank the captain of the schooner who towed them into Dutch Island, for he had not hope in sight and in their assistance it would probably have been many days before the glad news would have been heralded of their safety, as Captain Ellis was determined, as he had managed so far, to reach port without going to the risk of allowing salvage claims to be placed upon his vessel.

THE YELLOW FEVER. KEY WEST, Fla., May 12, 1875.

The Louisville Courier-Journal of the 12th inst. has an article dated Washington, May 7, concerning yellow fever at this port, charging two deaths and several new cases upon us. These reports are entirely false. We challenge the world to show a healthier record, and offer \$1,000 reward for the author of this new scare, so damaging to our commercial interests. R. G. GUNN, Mayor and Chairman Board of Health. J. V. HARRIS, M. D., Health Officer.

GENERAL JOHN C. BRECKINRIDGE. LOUISVILLE, KY., May 12, 1875.

A special to the Courier-Journal from Lexington, just received, says General John C. Breckinridge is sinking rapidly, and death may be expected at any moment.

THE STATE CAPITAL.

Yesterday's Rapid Transit Movements of the Legislature.

PASSAGE OF THE COMMON COUNCIL BILL. The Text of the Act and Its Destructive Amendments.

The Railroad Lobby Decline to Reciprocate. ELEVATED RAILROAD BILL PASSED.

THE HOUSE OF REPRESENTATIVES. ALBANY, May 12, 1875.

The flustering of the lobby was continued this morning on the great question of rapid transit for New York city. On Monday evening the Common Council bill was referred to the Railroad Committee, of which Mr. Mackin is chairman, and to-day the measure was reported back with a number of amendments. This action, I think, will prove the death of rapid transit so far as the present Legislature is concerned.

THE LOBBY AT WORK. Rumors were prevalent this morning that the lobby had admirably succeeded in their operations of last night. A meeting of representatives of railroad interests in New York city was held in one of the rooms of the Delavan, where amendments were prepared to be tacked on to the bill so that it might be delayed or totally defeated in the Assembly. Of course, certain considerations had to be entertained so as to secure the action of the Assembly this morning. It is a pretty difficult matter to substantiate a charge of actual bribery made against Albany legislators. Strong inferences can be drawn, and that is about all. Where a skilled lobbyist manages what is technically called in legislative parlance "the fine work," it is not easy to ascertain when or where money really passes between principals in a corrupt transaction.

THE DEBATE. Several gentlemen, to their credit be said, criticized the bill, and the lobby members made strenuous efforts this morning to strike out these amendments and pass the bill as sent to the Senate. Mr. C. Campbell, who was vigorously supported by Mr. J. W. Smith, Mr. James Day and others.

THE ACT. The Common Council bill was then passed as follows, tacked in pieces in this way. The amendments were adopted by a vote of 19 to 15. AN ACT to authorize cities to provide rail ways for rapid transit of persons and property, and to create corporations for that purpose.

SECTION 1.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit, to make and report to the Mayor, for one, two or three years, the rail, roads, streets, or places to be used by a railway company, with steam or other motive power, for the transportation of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

SECTION 2.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit, to make and report to the Mayor, for one, two or three years, the rail, roads, streets, or places to be used by a railway company, with steam or other motive power, for the transportation of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

SECTION 3.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit, to make and report to the Mayor, for one, two or three years, the rail, roads, streets, or places to be used by a railway company, with steam or other motive power, for the transportation of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

SECTION 4.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit, to make and report to the Mayor, for one, two or three years, the rail, roads, streets, or places to be used by a railway company, with steam or other motive power, for the transportation of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

SECTION 5.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit, to make and report to the Mayor, for one, two or three years, the rail, roads, streets, or places to be used by a railway company, with steam or other motive power, for the transportation of persons and property through said city or any portion thereof, upon, under or over the streets or avenues so designated.

SECTION 6.—The Mayor of any city in this State may, by resolution, petition or otherwise, and with the consent of the Board of Aldermen to appoint three persons, who shall be residents of such city, as commissioners of rapid transit,