SUNK IN THE ICE.

Fate of the Steamer Sunnyside on the Hudson.

ELEVEN PERSONS DROWNED

A Lifeboat Capsized—A Terrible Scene.

RESCUE OF SURVIVORS.

Statements of the Captain, a Passenger and Others.

POUGHKEEPSIE, Dec. 1, 1875.

You have already received brief intelligence relative to the disaster to the steamer Sunnyside, near West Park, at two o'clock this morning. The story of the heart-rending affair is best told by Captain Frank Leson, of the Sunnyside, who has made the following statement to me:—

"We left Troy at two o'clock Tuesday afternoon, and on reaching Albany took the steamer Golden Gate in tow astern to follow us down, and proceeded as far as New Baltimore without encountering much ice. At the latter place the ice was wedged in from there to Kinderhook, when we brought up in it on account of a windrow across the channel. A barge, two canal boats and four propellors lay there all blocked in. We worked ahead and back and finally worked through, but parted our hawser to the Golden Gate and made up our minds we could not get that vessel through, and we came on and left her lying there. Afterward we didn't have very heavy ice. We worked slowly all the way from there to West Park. The ice was very heavy at the latter place in spots. We used great caution so as not to cut our vessel. The mate, Jacob Burhans, stood watch with three others in the forward cabin and forecastle to see that the steamer made no water. I remained on watch till we got down to Barrytown. Before I turned in I said to the pilot, Mr. Whittaker, "What do you think about the ice?" He replied that he thought that we were through the heaviest of it. So I went to my room and went to bed. This must have been about twelve o'clock. At two in the morning I was called up by orders from the engineer, Mr. Parsall, who said the boat was

MAKING WATER FAST.

I dressed myself and went down to the forward cabin, and through into forward of the bulkhead and found the mate, who had torn the joiner work away to find the leak. The water was then running rapidly across the forward cabin floor and there was about two feet of water on the starboard bilge in the forward cabin. I went down to the engine and looked in between the keelson and found that the water was nearly up to the top of the engine keelson. I made up my mind then that we couldn't save her; that she would sink. I sent one of the waiters to wake up the women in the ladies' saloon and tell them to come up into the stateroom hall forward. I then went to the pilot house. Watson Dutcher, the pilot, was at the wheel. I told him to put the steamer ashore to the westward. He hove his wheel hard a port and put her ashore near Russell's dock, at West Park. This was about 2:30 A. M. I then ordered the mate to

LOWER AWAY THE LIFE BOATS.

Two of the boats hung in a crane aft on the quarter; I also told him to run a hawser ashore; the mate lowered the boat and rowed ashore, the ice being strong and thick all around us. Then we lay head on the flats and our engine was still working; before he could row the boat up the beach the steamer filled with water and slid off the flats alongside the channel bank. Then he pulled the life-boat up to the vessel and I ordered all the passengers on the forward promenade deck, myself and one of the firemen helping them up. Next I passed three women into the lifeboat, when quite a number of men jumped into the boat also; I tried to keep as many back as I could, but they were panic stricken. I yelled to the mate to shove the boat off to the shore. All this time the steamer was settling fast, and the water came up into the pilot house. I shouted to everybody to go away aft on the hurricane deck, as the vessel was going down head foremost. All the crew assisted me in getting the people off. The mate had not got over fifteen or twenty feet from the steamer, with his lifeboat full of people, before it capsized. A terrible scene ensued. There must have been eighteen persons in the boat. The mate swam ashore, and the others that were saved swam back to the steamer. In all probability all that were lost were drowned from the capsizing of the lifeboat. Their shouts and cries for aid must have been heard for a long distance. As quickly as possible I took a boat from the starboard side, and, with our head waiter and deck boy, tried to get around to the people in the water, but the heavy ice prevented me. The cries for help continued for about ten minutes, and then

ALL WAS STILL.

We launched the big boat from the upper deck, which was even with the water, the vessel at that time being 200 feet from shore. I took the boat with the second engineer, Jerry Deyo, and finally reached the capsized boat. She was bottom up, and a man laid on her on his back, with his feet in the water and ice and nearly dead. We took him on board the steamer, and put him in the pilot's room and covered him with blankets. Then I heard a noise on the outside of our port wheelhouse, which was only two feet out of water. We worked the boat through the ice to the spot where the cries emanated from, and found an elderly lady groaning. She was lying on the ice five feet from the wheelhouse. Her body was in the water partly, her arms holding her up. She was still alive. With great difficulty we got her into the boat, and took her to the steamer and put her in the wheelsman's room and covered her with blankets, but she died about two hours after. We then went to work to construct

A ROPE FERRY

from the steamer to the shore. At this time sixty persons were crowded together on the hurricane deck aft, the wind blowing hard and the air bitter cold. We got the line ashore and succeeded in getting all off in safety, after they had been on deck for two hours, clinging to rods and masts. We placed them in the large boat and pulled the boat along by the rope ferry to the shore. On reaching the shore, they clambered up the rocks and made their way to the farmhouses in the vicinity, where every attention was given them. By this time I was nearly exhausted and was attacked with cramps and had to be assisted to a house near by. From the time I was first called till the steamer sunk fifteen minutes' time was not consumed. We saw a tow going down on the east shore and we tried to make them hear us, but we failed. Our bell was kept tolling, our whistle kept blowing till the water quenched the fires and shut off the steam, and sixty persons were shouting as loud as they could, but no attention was paid to us. Then we sighted the steamer Walter Brett coming north on the east shore. She landed at Hyde Park dock, and again we signalled loud in every way for aid, but after lying at the dock ten or fifteen minutes she passed on without noticing us. She must have heard us. While we were constructing the rope ferry a young man, named Walter Dumont, of West Park, approached us with a small boat and worked heroically. He took twelve persons from the wreck and landed them in safety. He was the only person who succeeded in reaching us from the shore, though many were trying to do so. I don't think that over eleven persons were drowned, and

THE LIST,

as far as we can get at it, is as follows:—

Sarah Butler and Susan Rex, of New York (colored), chambermaids.

John Howard, of New York (colored), officers' waiter.

Samuel Rutledge, of New York (colored).

Matthew Johnson (colored), waiter, Albany.

Second Cook George S. Greene (colored), Norwalk, Conn.

Mrs. Haywood, of Tenafly, N. J.

Mrs. Stewart, New York.

An Irish girl, name unknown, called Bridget, formerly a laundress; worked for Mrs. Mack, in Troy. Her friends reside in Jersey City.

An elderly lady, name unknown, white hair, short and stout, light complexion; got on board at Troy; supposed from the description given to be Mrs. Walker, of Troy.

An unknown Frenchman, a pedler of silks and jewelry, is also lost.

The body of the elderly lady was, as previously stated, recovered.

ANOTHER STATEMENT.

When Captain Teson finished his statement, Peter Smith, a telegraph messenger at Hyde Park, made the following statement.

"I saw Peter Flynn, of Barrytown, one of the deckhands of the Walter Brett, this morning. He said he heard the whistle blowing and bell ringing and thought it was the steamer Thomas Cornell."

A PASSENGER'S STORY.

One of the passengers saved is Miss Lena W. Bronson, of Tenafly, N. J. I visited her at a farm house where she was lying in bed, and in the presence of the household she made the following statement:—

"Myself and mother, Mrs. Haywood, occupied state room No. 5 on the Sunnyside. We were awakened by knocks on our door and were told to hurry out. We were only half dressed and as we came out saw all the passengers hurrying up stairs and greatly excited. They told us there was not much danger as we were near the shore They told us we had time to dress and we went back and dressed and when we came out again they told us to hurry to the upper deck. Captain Teson and another man helped us and told us to go into the pilot house. We were there a short when they told us to get into a rowboat which was waiting. I got in first and mamma next and she seated herself by my side. Mamma shouted to the men to go on, but they waited for more and when the last one got in the boat filled with water and sunk. When I went into the water I made my feet and arms go as best I could. I didn't see mamma afterward. They told me she shrieked, but I didn't hear her. My father lives in New Jersey."

Miss Bronson is about sixteen years of age and Mrs. Haywood was her step-mother. Miss Bronson was rescued by two other passengers, young men, named James Sanford and H. W. Dauchy, of New York. Both were in the small boat when it upset. The young girl caught hold of Sanford's coat and he managed to swim along with her to the netting on the railing of the hurricane deck of the steamer and hauled her on board. All three were finally rescued by the brave Walter Dumont.

The clerk of the boat says there were only eight passengers on board and that his passenger list is lost.

THE SUNNYSIDE

was built in Brooklyn in 1866, for North River work, and cost $125,000. She was afterward sold to the Citizens' Steamboat Company, of Troy, for $70,000. She had on a light freight—fifty barrels of pork, twenty tons of paper, 200 kegs of spikes, a team of horses and carriage. He could learn nothing about the insurance. The work of grappling for the bodies lost from the small boat will commence immediately. Mr. Eltinge, Justice of the Peace of Highland, has taken charge of the unknown elderly lady's body, and has already commenced an inquest. He will be aided by the District Attorney of Ulster county. All on board the ill-fated steamer speak in the highest praise of the coolness and courage of Captain Teson in his efforts to save life. His pilots and engineers and the mate stood by him manfully in all the trying moments. All of them manned the rope ferry and worked gallantly.

The rescued people are also loud in their praises of the kindness and hospitality shown them by the farmers in the vicinity of the disaster. They threw open their doors to them, gave them

FOOD AND SHELTER

and set apart their own private rooms for the accommodation of the sufferers. The Sunnyside now lies within 200 feet of the shore off West Park in forty feet of water. Nothing is visible but portions of her hurricane deck, pilot house and smokestacks. One smokestack has been torn away by the ice, and the drifting ice is fast tearing the upper works of the vessel to pieces. Captain Tesen and engineers and pilots are still near the wreck in comfortable farmhouses. Mr. Joseph Cornell, Superintendent of the Citizens' Company, arrived on the scene at about two P. M., and it is probable that an attempt will be made to tow the wreck to New York. Frank Walker, of Troy, has arrrived at West Park, believing the unknown elderly lady is his mother. A score of waiters and crew and potatoe speculators who were on board left for New York at noon. Some think that one or two bodies will be found on the steamer when she is raised, but Captain Teson is almost positive that the eleven referred to include all that were drowned.

ANOTHER ACCOUNT.

MISS BRONSON'S RESCUE—COWARDLY MEN THE CAUSE OF THE TRAGEDY.

HIGHLAND, N. Y., Dec. 1, 1875.

The body of the unknown old lady has been recognized as that of Mrs. Walker, of Troy. By permission of Coroner McKenzie her friends have removed it.

The whole blame of the upsetting of the boat containing the women is cast on three men who jumped into it—one a burly German passenger, who, even when safely housed, continued to cry out, "Oh, I am going to die!" and "I lose all my silver spoons too." I have just seen Dr. Lamaree, who attends Mrs. Haywood's daughter. Her shoulder was dislocated. Otherwise she was not seriously hurt.

The lady whose name has been mentioned as Mrs Haywood, of Tenafly, is Mrs. Bronson. She was a Haywood. Miss Bronson, who was saved, says:—"When we were thrown out of the boat I had one hand in my muff, and with the other I held my mother. I threw the muff away and held on to mother. A man near us pushed me on the deck of the Sunnyside, and I clambered to the pilot house. In this were several men, who asked me what I wanted. I said I wanted to get in. One of them cried out, 'I can't help you; I am almost frozen myself.' 'If I were in your place,' I said, crying, 'I would help you.' Then they came out and put me in the pilot house. Even then I was freezing. Soon after I was rescued.'

DISASTERS ELSEWHERE.

TWO MEN THIRTEEN HOURS ON A LEDGE IN A TEMPERATURE TWELVE DEGREES BELOW ZERO—THEIR RESCUE.

PORTLAND, Me., Dec. 1, 1875.

On Tuesday morning residents of Richmond Island discovered a small boat ashore on Watts' Ledge, and on pulling over they rescued two men, named George Wallace and Charles Parker, who were badly frozen and nearly dead. They stated upon recovering that they belonged in Round Pond. They had left Cape Small Point on Monday morning for Boston, and a mist on the water caused them to lose their way and the boat went on Watts' Ledge. They remained thirteen hours on the ledge, with the mercury twelve degrees below zero. They were frequently drenched with spray, and kept in constant motion to prevent freezing until they were exhausted, some time before being rescued. The cutter Dallas has gone to Richmond Island to bring them to the Marine Hospital.

THE STEAMER PHIL SHERIDAN BURNED ON LAKE ERIE—A SCHOONER ON THE ROCKS.

DETROIT, Dec. 1, 1875.

The three-masted schooner Bridgewater is amidships on the rocks near Wongoschance Lighthouse, loaded with 40,000 bushels of wheat for Buffalo.

The steamer Phil Sheridan took fire when a short distance from Buffalo, at two o'clock Tuesday afternoon. As the efforts of the crew to subdue the fire were unavailing, they took to the boats and were picked up and brought here by the steamer Craig.

The Sheridan was a freight boat belonging to Ward's Duluth line. She was insured against fire for $10,000 in the Detroit Fire and Marine, and $10,000 in the Royal.

LATER—ARRIVAL OF THE CREW AT DETROIT.

The crew of the propeller Phil Sheridan reached this city this afternoon on the schooner Annie R. Craig. They report that the propeller caught fire on Lake Erie yesterday afternoon, and was consumed to the water's edge in less than half an hour. Her crew were rescued by the steam barge Trader. The value of the Sheridan and her cargo was about $30,000; partly insured.

THE CONNECTICUT BLOCKADED BY ICE.

HARTFORD, Dec. 1, 1875.

The ice which was floating in the Connecticut River in large quantities yesterday is blocked at various points to-day, and above the bridge here the river is frozen over solid. This is only the second occurrence of the kind as early as December 1 in forty years.

CLOSE OF RIVER NAVIGATION.

The People's Hudson River line of steamers have been laid up for the winter. The Daniel Drew made her last trip Tuesday afternoon. The superintendent gave the captain and pilot strict orders not to proceed if there were indications of danger. After running to New Baltimore and finding the ice pretty thick they drew up to the landing there and discharged the passengers, awaiting despatches from New York. The Drew returned to this city yesterday.

THE COLLEGE REGATTA ASSOCIATION.

ANNUAL MEETING YESTERDAY AT SPRINGFIELD—ELECTION OF OFFICERS—GREAT COMPLAINTS ABOUT SARATOGA—NO DECISION ARRIVED AT AS TO THE PLACE FOR NEXT YEAR—TOM HUGHES, OF ENGLAND, TO BE INVITED.

SPRINGFIELD, Mass., Dec. 1, 1875.

The annual meeting of the Rowing Association of American Colleges was held at the Massasoit House in this city to-day, but resulted practically in deciding nothing, other than that the race or races shall take place on or about the 19th of July next, and that Mr. Thomas Hughes, the well known Englishman, be invited to act as referee. The important questions of place and style of race were left with other minor, but important matters to be decided at an adjourned meeting to be held at the Fifth Avenue Hotel, in New York, on the 4th of January next. The Convention was a very full one, every one of the fourteen colleges now belonging to the association being represented as follows:—

Amherst, G. W. Cloak, H. S. Redfield; Bowdoin, Oliver C. Stevens, C. Sargent; Brown, E. H. Luther, S. J. Bradbury; Columbia, B. F. Reese, J. T. Goodwin; Cornell, J. N. Ostrom, A. M. Ensign; Dartmouth, E. C. Carringan, B. B. Robinson; Hamilton, N. W. Codwell, K. C. Stringer; Harvard, W. F. Weld, G. M. Cummings; Princeton, William A. Butler, Jr., Benj. Nicoll; Trinity, B. E. Warner, H. V. Rutherford; Union, B. Brockelman; Wesleyan, W. C. Wallace, J. W. Whitney; Williams, J. H. Haynes, R. C. Halsey; Yale, E. P. Howe, R. J. Cook. Trinity, which did not compete in the last regatta, on account of the death of Cameron, one of her crew, was reinstated in membership, and, after considerable debate, an amendment to the constitution was adopted providing that like circumstances in future shall not work forfeiture of membership.

THE ELECTION OF OFFICERS

resulted as follows:—President, O. C. Stevens, of Bowdoin; Vice President, B. E. Warner, of Trinity; Secretary, N. W. Cadwell, of Hamilton; Treasurer, J. H. Haynes, of Williams. These preliminaries over, the important work of the association,

THE SELECTION OF A COURSE

for the next college regatta began in good earnest, and an animated, but not in the least acrimonious, discussion followed, which lasted, with an interruption for dinner, till late in the afternoon. The report of the Regatta Committee, which was read during this time, reflected severely upon the local management of this year's regatta at Saratoga, declaring that while the Saratogians were profuse in their promises they fulfilled many of them only when compelled to do so, and others not at all. The report intimated, and several members of the association afterward declared, that it would be better to row even on an inferior course if the collegians could deal with gentlemen. There was a very strong feeling among the delegates against permitting the regatta to be made again one of the attractions of a "show town," or of throwing themselves or their race at all into the hands of outsiders, professional or otherwise. On this point the Convention was unanimous, as was most clearly manifested by the action taken regarding the programme already issued by the Centennial Committee of the Schuylkill Navy. The Convention unanimously decided to ignore utterly the proposed International Centennial regatta at Philadelphia and to take into its own hands any International college races that may be deemed desirable. As is natural, the New England colleges favored strongly a course nearer home than Saratoga, and were about equally divided as to the superior advantages of Springfield or New London, Yale, Amherst and Trinity rather preferring Springfield; Harvard, Dartmouth; Bowdoin favoring New London, and Williams perfectly indifferent, but against Saratoga.

THE ROWING OF THE RACE.

There was a good deal of talk about rowing the race in heats, and evidently a growing feeling that that style of rowing is fairer to the contestants, aside from the manifestly greatly increased interest it would throw into the contest for the spectators. But whether to make only two heats and then let the winners row off, or divide it into several heats of three or four boats, each extending it over two or three days, and so arranging the heats as to give each crew one race with every other crew, after the manner of ball and billiard matches, the delegates were undecided. It was finally voted by a good majority "to row the race in heats if the water will permit." But just what that last clause meant no one seemed to know, and the matter was practically left for further consideration and probable amendment. The discussion over, the subject of heat races and the question of place brought out such a rambling and unsatisfactory discussion and was so protracted that the coming darkness of evening found the Convention still as far from a decision as at the opening, and finally it was resolved to postpone the matter to an adjourned meeting to be held at the Fifth Avenue Hotel, the Regatta Committee being instructed to investigate the subject in the meantime and report at the adjourned meeting. They were also instructed to receive sealed proposals from the citizens of Springfield, New London and Saratoga, of what each is willing to do in the way of providing accommodations. These sealed proposals are to be opened by the Regatta Committee at the same time and in the presence of all the members of the committee.

ROWING WITH COXSWAINS.

There was a hurried discussion over a motion to row with coxswains, but the opposition to any innovation in that respect was very strong and the motion was voted down almost unanimously. The question of referee brought out the only centennial bombast of the meeting; and for a few minutes there was enough of it to make up for all the previous lack of it. It resulted in a resolution, carried by a good majority and afterward made unanimous, to invite Tom Hughes, of Oxford, England, fame, to act in that position, with Mr. Chitty, of the London Rowing Club, as first substitute, and Mr. Watson, the referee, this year, in case the Englishmen decline. The movement in favor of the foreigners is in no sense a reflection on Mr. Watson's decisions. This year no criticism was made at the meeting, he being the first choice of the Convention after the Englishmen. The only other business transacted was the election of the Regatta Committee and the adoption of a resolution placing in their hands all matters not specially provided for.

AN INTERNATIONAL RACE.

On the subject of an international race the Convention was not enthusiastic; in fact, was very indifferent. The prevailing opinion was that if any such race was had it should occur at the time and place of the Association's regatta and not at Philadelphia, and should be purely on the American style, in six-oared boats, without coxswains. The matter was finally left in the hands of the Regatta Committee, to report at the January meeting.

THE REGATTA COMMITTEE.

The Regatta Committee consists of J. E. Eustis, Wesleyan, '74 (who was on the committee this year); E. F. Rees, Columbia, '74, and S. A. McCall, Dartmouth, '74.

LIFE SAVING STATIONS.

SITES FOR BUILDINGS ON THE JERSEY COAST—NEGLECT OF THE COMMISSION APPOINTED BY GOVERNOR BEDLE.

TRENTON, N. J., Dec. 1, 1875.

The Legislature of 1872, stimulated by an act of Congress, passed an act to provide building sites for life saving stations on the coast of New Jersey, of which the following is the first and most vital section:—

Be it enacted, &c., That the Governor shall nominate three citizens of this State, who shall be confirmed by the Senate, who shall be a commission, with authority to procure for the State, by purchase, the title to any land selected by the Secretary of the Treasury or his agents, for the purpose of erecting any buildings connected with the life saving stations, and not to exceed one-half of an acre of land, at any one point on the New Jersey coast, at such prices as said commissioners, or a majority of them, may decree fair and just; and the title to the same to be taken in the name of the State of New Jersey.

Congress had made an appropriation for the building of additional life saving stations on the coast of New Jersey, and in consequence of difficulties having arisen in procuring from the owners of lands proper sites, &c., it was deemed necessary for the Legislature to pass the act. Governor Parker appointed Messrs. Charles Haight, Charles Hendrickson and Sidney Furman as Commissioners to carry out the act. These gentlemen have failed to perform their duties, in fact they have never taken any step in that direction. Consequently mariners, sea-faring men and citizens living along the coast have been complaining about the neglect of the Commissioners, and of the inadequate number of life saving stations. They say the coast is devoid of proper means to protect and save life, and they justly clamor for the carrying out of the provisions incorporated in the act of the Legislature. Governor Bedle having been appealed to in the matter, and the grievances having been laid before him, he is about to adopt measures to remind the Commissioners of the duties for which they were appointed, and in order to have the much needed work of philanthropy carried out he will also call the attention of the coming Legislature to it in his annual Message. The tardiness and indifference of the Commissioners are widely censured. The Secretary of the Treasury has already performed his duty in the premises, but it amounts to nothing as long as Messrs. Haight, Hendrickson and Furman fail to act.

THE JERSEY ELECTION FRAUDS.

The trial of George P. Plimley and Thomas Gilligan, for frauds on the ballot box, in the Tenth district of Jersey City was concluded yesterday in the Court of Quarter Sessions. The jury rendered a verdict of guilty. The prisoners altered the returns in the poll book so as to elect Marmaduke Tilden Alderman. Mr. Archibald Whyte, however, appealed to the Court, and was awarded the seat. The Clerk of Election, William Eltringham, was convicted and is now serving a term of six months in the Penitentiary. James S. Browning, Judge of Election, pleaded guilty. The parties were remanded for sentence.

MOODY AND SANKEY.

WORKING UPON SINNERS—THE METHOD PURSUED—THE WATCHFULNESS OF THE EVANGELISTS FOR WAVERING SOULS—THE EFFECTS OF MR. SANKEY'S SINGING—INCREASING INTEREST IN THE REVIVAL—LAST NIGHT'S MEETING.

PHILADELPHIA, Dec. 1, 1875.

The revival meetings are growing in interest. Adopting the business-like plan of first addressing Christians and preparing and urging them to help "work in the vineyard," Mr. Moody has now settled himself to the real task before him, and since Sunday last has been directing his efforts entirely to the salvation of the unconverted by direct appeals to them. In this he is at ease, and in this is his great power and strength. He now asks professing Christians to stay away from the services unless they will assist in the inquiry rooms and add their best efforts to his to secure converts by personal solicitation. He labors hard himself and he expects all who are with him to do the same.

Mr. Sankey's singing is a revelation of the possibilities of church music. He often prefaces his songs of praise by reciting the Scripture passage on which they are founded, and whenever he does so his rich, musical voice brings out the full signification of the words, contrasting greatly with the rough, often harsh delivery of Mr. Moody.

Sometimes, when Mr. Moody asks him to sing as a solo "The Ninety and Nine," "What Will the Harvest Be?" or some other favorite hymn, he waits until the multitude listen with breathless interest, and then, instead of singing, he offers an earnest prayer that the Lord's praises may find an echo in the hearts of those present, and that he may be enabled so to sing that some one may be brought to the Saviour's feet. Thus he tries to bring his hearers into sympathy with him. There is never anything of self-consciousness evident in what he does. He seems to stand behind the Cross and to forget himself.

"WHAT WILL THE HARVEST BE?"

is the hymn that seems to touch most deeply the hearts of the people, and Mr. Sankey sings it prayerfully. I happened to be present when he was teaching the choir of 300 voices how to sing the chorus of this touching melody, and his procedure gives a good illustration of the character of the man. He sang the solo seated at the melodeon, then they the chorus, with very few words on his part, except of praise and encouragement, until the last verse was reached. "Now sing very softly, if you please—as softly as you can." The 300 voices were heard almost as loudly as before. He shook his head and smiled. "Please sing very softly—that is too loud. I will sing again, then please remember to sing very faintly." The 300 voices were still not managed to suit him, but all he said was, "Let us pray." Then he prayed fervently that all might unite in singing that hymn so as to produce as great an effect as possible upon the hearts of those who were to hear it. "Now we will sing it over again." They did so, and this time the method was perfect, without another word of criticism.

THIS WEEK'S WORK.

The first meetings this week were very successful, hundreds rising for prayer and going into the inquiry rooms at the conclusion of the services. Here Mr. Moody and Mr. Sankey talk personally with each of the repentant ones, with the assistance of the class of Christian workers, whose organization I have before spoken of. Yesterday and to-day the attendance has been smaller, especially at the morning meetings, on account of the sudden and intensely cold weather.

Hereafter the early morning meeting is to be abolished and the hour changed to noon instead. This is done not only on account of the cold, but also to accommodate people from the surrounding country who desire to come to the city and return the same day.

The young men's meetings, over which Mr. John Wanamaker presides, are very successful, as far as "outward and visible signs" are concerned. The attendance is increasing at each one. They are held every evening after the regular services, and as older persons have been crowding into them a father's meeting has been organized.

THE EVENING MEETING.

The cold weather did not keep 10,000 people from crowding into the Depot church to-night, fewer church members being observable than usual. The great body of the assemblage was evidently of the lower classes. The services were more than usually interesting. Mr. Sankey sang his sweetest songs, the "Ninety and Nine" and "What Shall the Harvest Be?"

Mr. Moody's sermon was from the text, "The Son of Man is to come to see and save that which is lost." He earnestly urged the overflowing mercy of God. We need not strive to be saved, he said. The Lord is seeking us all and asks us to accept His mercy.

His discourse was overflowing with anecdotes and striking illustrations. "Mark," he said, "Do you not hear a still, small voice? Do you not hear your heart throbbing, throbbing, throbbing? That is the Son of God knocking. Will you not let him in? What does he say? Does he not say that he stands knocking at the door, and that if any man opens the door and lets Him in He will abide with that man? On! will you not let the Lord in? He is always seeking you lovingly."

Mr. Moody was unusually earnest in inviting all who were not Christians to go into the inqury rooms, where he would gladly talk with them and answer their questions.

Two hymns were sung at the close, and Mr. G. H. Stuart and other Christian gentlemen industriously went about among the assemblage urging all who retained their seats to come into the inquiry rooms. All professing Christians having been invited to rise during the singing at least 200 or 300 men and women went to the inquiry rooms.

PLYMOUTH CHURCH.

THE SCANDAL REFUSES TO BE SILENCED.

No immediate prospect exists that the Brooklyn scandal will allow its indecency to be withdrawn from public attention. Mrs. Moulton's letter demanding a council of churches upon the action of Plymouth church in dropping her name from its list of members after her voluntary absence from the church services for five years, and after giving her a hearing, assisted by legal counsel, met with an unexpected assent from the church and its pastor, Rev. Henry Ward Beecher. Their answer, acceding to the call for a council, was served upon Mrs. Moulton on Monday last. She has not yet replied. Mr. Beecher's friends say they do not in the least fear the action of the council if it should undertake to sift the question of the pastor's relations to the Tilton family. They wish, for the sake of public morality, that only the subject of Congregational usage in reference to Mrs. Moulton's excision shall be considered by the council, but if Mrs. Moulton insists on giving the inquiry wider scope they are confident that it will result in the advantage of the Plymouth preacher. Last night it was stated that Mrs. Moulton was writing her reply, which will probably come before the church to-morrow evening. Members of the church contradict the recent statements of Captain C. C. Duncan in reference to his appearance before the Examining Committee of the church to give the reasons for his prolonged absence from the church services.

Mr. William F. West, who was dropped from membership, and whose case has since been reconsidered, had an interview yesterday with the committee. Later in the day he addressed to the church at large the following letter, in which he insists upon a council of churches to specially consider the scandal and adjudicate upon the guilt or innocence of Mr. Beecher:—

MR. WEST'S LETTER.

NEW YORK, Dec. 1, 1875.

TO THE MEMBERS OF PLYMOUTH CHURCH, Brooklyn, N. Y.:—

DEAR BRETHREN—I thank you for your promptness and unanimity in reconsidering the vote by which my name was dropped from the roll of the church.

At the request of the Examining Committee I appeared before them this morning and stated the reasons for my absence from the church. While they gave me no advice, in the technical sense of that word, I understood from them that they thought it to be my duty either to withdraw from the church or, in the future, to attend its services. I do not see that I can honestly and conscientiously take either course, and as I said to the committee that I should make any further communication directly to the church, I will now state to you wherein I differ from the views expressed by the committee, and propose a plan by which I think all difficulties that exist between us may be settled. In the first place, I believe that I am right in the request which I have made for a complete and regular investigation of the scandal which has so long troubled the peace of our church; and I believe, moreover, that it is still my duty as a member of the church to obtain such an investigation, if it be possible, by any fair and honorable means. Therefore, I cannot consent to voluntarily sever my connection with the church while a way is still open for the performance of this duty. As regards my attendance at the services and sacraments of the church, I can only repeat what I stated in my former letter to you, that I cannot conscientiously attend them until a regular and impartial investigation of the charges against the character of the pastor shall be made by a properly constituted council. Such an investigation at the present time is especially imperative, because our church is not unanimous in its belief in the innocence of our pastor, and this feeling of doubt and apprehension is shared by thousands of Christian men and women throughout the land. Therefore, inasmuch as charges of adultery and perjury have been made against our pastor, and as, in my opinion, a regular investigation is necessary for the vindication of the innocent and for the preservation of the peace and purity of the church, I hereby request you to unite with me in calling a mutual council, to which shall be submitted the following questions:—

First—Is the Rev. Henry Ward Beecher guilty of adultery?

Second—Is the Rev. Henry Ward Beecher guilty of perjury?

I make this proposition with the hope that it may be the means of vindicating the character of our pastor, and should this be the result, no one will rejoice there at more heartily than I. I hope the church will meet me frankly and affectionately in the spirit in which I approach them, and will unite with me in a reference of this whole subject to a council which will be able to compose the differences that now unhappily exist among us.

As this matter is of such great importance, I solicit immediate action on the part of the church, and that no time may be lost, beside sending this letter to the clerk, I shall cause a copy of it to be published in the morning papers, in order that it may the sooner reach the members of the church. Yours, fraternally,

WILLIAM F. WEST.

SELF CONVICTED.

FRAUD ON THE POST OFFICE—A POSTMASTER CLEARED OF FALSE CHARGES.

On October 16, 1875, a man named William Stott, aged about thirty-eight years, employed as a mason and contractor in the town of Andes, Delaware county, New York, went to the Post Office at that station and deposited a registered letter, addressed to Dr. H. Jordan, of No. 40 Bond street, New York. The letter purported to contain five $100 bills. The sender told the Postmaster that he had recently received $1,000 from the West through the National Bank of Andes, of which Mr. Ballantine is president. On October 19, 1875, that registered letter was received in this city by Dr. Jordan, and the recipient went to Postmaster James and said:—"Here is a letter opened in the presence of the carrier and the superintendent of delivery at station A, purporting to contain $500. There is no money in it." Postmaster James gave the case into the hands of the United States Special Agent, Sharrett, to work up. The course of the letter was traced from the mailing office until its delivery, and no irregularity was discovered. Tracing blanks were sent over the route and all of the clerks were relieved from suspicion. Stott, who resides at Brushland, was then interviewed by a special agent. He said that the envelope produced by Dr. Jordan was not the one which he had mailed, neither was it in his handwriting. Agent Sharrett ascertained that Stott had not received any money from the West by letter, or through the banks he mentioned.

Yesterday morning Mr. Stott came to this city and complained to the Postmaster that his money had been

LOST OR STOLEN,

and intimated that Mr. Hawkes, the young man who keeps the store in which the Post office is at Andes, was the culprit. Meanwhile the Secret Agent had been busy. He had found that the Postmaster at Andes was Mr. Clinton, seventy-five years old, and an honored member of the community. No complaints had ever been made against him nor against Mr. Hawkes.

After Stott had seen Postmaster James he was sent to Special Agent Sharrett, to whom, after a long interview, he made the following

ASTOUNDING AFFIDAVIT.

NEW YORK, Nov. 30, 1875.

I, William Stott, of the town of Bovina, Delaware county, New York, do hereby make statement as follows:—That as alleged, I did not, on the 16th day of October, 1875, deposit in the letter registered at Andes, N. Y., and sent on that date to Dr. H. Jordan, of No. 40 Bond street, New York, five one hundred dollar bills. The money was not in said registered letter, nor did I intend to put it in. I did not have the money to inclose; but thought I might, at least, delay the payment of the note due to Dr. Jordan a while longer. The denial of envelope, made to special agant by letter, and the identity of handwriting thereon is false. Also that the affidavit before Notary Public Barons Johnston, Esq., of Andes, on 2d day of November, 1875, to the effect that I enclosed five one hundred dollar bills in the letter referred to above was false, and known to be by me so at the time of making. Also, that I did not receive, as stated, on two different occasions, the $1,000 from the West, a part of which I pretended was the $500 referred to, and which I falsely alleged that I sent to New York. WILLIAM STOTT.

IN WITNESS.

G. W. LEASE.

OATH.—I, William Stott, being duly sworn, depose and say that the statement made by me as above is true.

(Signed.) WILLIAM STOTT.

Sworn before me the 30th day of November, 1875.

[Seal.] ANTHONY YEOMANS, Notary Public.

As there is no law of the United States under which villains of his class can be held for punishment, Mr. Stott was allowed to depart. The Special Agent of the Post Office Department says that in the absence of a law to punish such offenders, who jeopardize the reputation of honest postmasters and their assistants, the villainous practice of pretending to send money through the Post Office is of almost daily occurrence; but the names of the people taking advantage of that lapse in the law are kept on record.

OBSCENE PUBLICATION ARRESTS.

Yesterday Anthony Comstock, Chief Special Agent of the Society for the Suppression of Vice, with Detective J. A. Britton and Officers Traver and Kernochan, arrested Henry G. Ohlsten, who kept a bookstand on the steps of the Treasury Building, Wall steeet, on a charge of selling a most disgusting pamphlet. Judge Flammer committed him in $2,000 bail. They also captured Jenny Beebe, a chambermaid at a respectable private house in Thirty-fourth street, who, as is alleged, has been in the habit of giving to young men passing through the street her own photograph taken nude. She has been for years a waitress at a saloon in Houston street. Bail was fixed in her case at $1,000, and she was locked up in default. Last evening the officers secured George Weeks, a photographer, of 120th street and Third avenue, who, it is charged, made the filthy pictures. He was locked up in the Sixth precinct police station. Late last night Messrs. Comstock and Britton, with Officer Colahan, arrested William Regan, liquor dealer, of No. 13 Park row, for having sold two vile engravings.

In the Court of Sessions at White Plains, Westchester county, on Tuesday, a young man named Thomas J. Early was placed on trial for distributing an obscene pamphlet in the city of Yonkers. He was found guilty and sentenced by Judge Gifford to three months in the Albany Penitentiary and to pay a fine of $100.

POSTAL NOTES.

The Post Office authorities sent to Europe on the the steamer Abyssinia, which sailed yesterday, 22,565 letters and thirty-eight bags of papers. There were also despatched by the George Cromwell, a Southern steamer, forty-three letters.

The postal authorities yesterday inaugurated a fast evening mail service between this city and Pittsburg. From the latter city the mail will be taken to St. Louis. The train left the Pennsylvania Central Railroad, in Jersey City, at six P. M. The mail will reach Pittsburg about half-past eight this morning.

CUSTOM HOUSE RETRENCHMENT.

The removal of superfluous Custom House officers and the reduction of salaries of others went into effect yesterday. There were six weighers and their clerks removed, together with fifteen day inspectors, eight night watchmen, one gauger and sixteen clerks. Yesterday morning Collector Arthur went to the Barge Office and swore in all the discharged night inspectors, who have now become night watchmen.

PRISON IRREGULARITIES.

The members of the Ladies' Charities Aid Society of Queen's county complain that the male and female prisoners in the county jail are placed in adjoining cells, and that holes are cut through the separating walls, so that the prisoners have free converse; also that liquor is supplied to the prisoners by the keepers. A committee from the society will meet with the Board of Supervisors to-day to solicit the interference of the Board in the matter.

THE RECORD OF CRIME.

Some unknown persons entered the residence of Stephen A. Bassford, at No. 440 East 120th street, through an unfastened window and carried off a gold watch and chain valued at $62.

The showcase in front of the store of Morris Mehes, at No. 499 Broome street, was robbed yesterday of a sealskin sacque and muff valued at $35.

Property valued at $70 was stolen by sneak thieves from the apartments of Louisa Hennerden, at No. 460 Sixth avenue.

A pane of glass was broken in the window of Frank Rathbourne's shoe store, at No. 16 Bible House, and $25 worth of boots and shoes carried off.

While the coach of William B. Croker, of No. 7 West Thirty-seventh street, was being driven up Fifth avenue from Seventeenth to Forty-first street it was robbed of a sealskin robe valued at $250.

An unknown man called at the residence of J. M. Peltons, at No. 740 Lexington avenue, and handed the servant girl a letter addressed to Mr. Peltons. While the servant girl was delivering the letter he escaped with two coats worth $70.

A trunk containing $93 worth of theatrical costumes belonging to Imogene Schofield was carried off by Orville Wilson, of No. 3 East Houston street.

The room occupied by August Drian, at No. 128 West Nineteenth street, was entered by thieves and clothing valued at $60 stolen.

The residence of Samuel Torias, at No. 1,381 Third avenue, was robbed of 1,000 cigars by Henry Giswinde, who forced open the basement door.

Thieves broke into the cigar store window at No. 69 Hudson street, kept by Solomon Dobriners, and stole five boxes of cigars.

Juvenile depravity is r