tute can be found. The Aldermen should also direct their attention to the becoments that are left without proper railings, and to the unguarded condition of the openings on the Fourth avenue railroad track. These dangers to foot passengers should be removed before the list of sufferers by accident is increased.

### Political Pecksniffs and the Back-Pay Larceny.

A sort of rivalry manifested itself among certain of the republican members at the opening of Congress on Monday, for the honor of being the first to introduce bills for the repeal of the law of last session, giving ed salaries to Senators, Representatives and other national officials. Senator Conkling carried off the palm with his little bill "in relation to certain moneys appropriated to members of Congress," but he was followed so closely by others as to make it evident that the anxiety of our Washington legislators to wash out their past record was equal to the greediness with which they openly supported, or the suavity with which they slily aided, the "back-pay" larceny only a few months ago. This sudden conversion is certainly gratifying, if we are to regard it as an indication that our Senators and Congressmen who have heretofore been unpleasantly mixed up with lobby schemes, who have been mere men of putty in the nimble fingers of national banks, railroad corporations, land grant speculators and their lobby agents, and whose reputation has been notoriously tainted and suspiciously flavored by the offensive odor of Crédit Mobilierism, had become convinced of the error of their ways and had resolved on amendment for the future. But, unhappily, the suspicion will force itself on the public mind that the virtue now manifested by such recent sinners is only the result of the popular condemnation of their meanness and dishonor, and that if the voice of the country had not made itself significantly audible in denunciation of the back salary law, we should have heard no word in favor of its repeal from any of these hightoned politicians. This suspicion is natural enough when we remember that the influence of Senator Conkling alone would have sufficed to defeat the contemptible measure last session, and that the efforts of those who now affect to be horrified at the iniquity were, only a few months ago, either openly or covertly directed to its consummation. The truth is that this pretended anxiety for

repeal is only an "artful dodge" of the political Pecksniffs, and the public may as well understand the fact at once, so that the farce may be speedily brought to a close. The people have not asked for the repeal of the increased salary bill. They are not so mean as to begrudge those who serve them in a public capacity a fair and even a liberal recompense for their services. The increased salary of the President is little enough. The law fixing the new compensation will never be repealed. What the people do condemn is the mean act of Congressmen in voting themselves large amounts of back pay for services that had already been gladly performed for a stipulated recompense, and this petty larceny act can never be recalled. Members have received the money and spent it, and no power can make them restore it. The bills introduced for such a purpose are bald frauds, designed for political effect, and only serve to render more offensive the previous action of those who introduce them. The members who, like the democratic candidate for Speaker, button up their pockets, laugh at the popular indignation and boldly declare their intention to keep their back pay, are far less contemptible than those who did not discover their desire to cover it into the Treasury until the popular voice was heard, or those who, now that opppsition is useless, turn round and oppose the measures they failed to oppose last session.

THE UNSEAWORTHY MANHATTAN. - We have recently alluded to the dangerous and unseaworthy character of our monitors. While the echoes from our words of warning have scarcely been heard over the Union we receive the particulars of the disaster which befell the Manhattan, one of the most power\_ ful of this class of vessels. That she did not go down on the 26th inst. with all hands on board is due to the superhuman efforts of her officers and crew. She took in seas about the base of her turret; the plate seams opened, the rivets loosened, and everybody below decks was saturated with water. The pumps were inefficient, the men were washed away from the wheel and the vessel was placed in such a dire extremity that the life rafts were cleared away and life preservers given out to the crew. It was not hasty repairing alone which brought about these results; the evil lies in bad construction, old age and false ideas of naval architecture.

## PERSONAL INTELLIGENCE.

Judge R. D. Rice, of Maine, is staying at the Fifth Edgar T. Welles, of Hartford, is registered at the

Hoffman House. Young Walworth is said to be very low with

chronic pleurisy. Ex-Senator Nye winters in Santa Barbara and summers some'rs else.

Ex-Governor J. Gregory Smith, of Vermont, has

arrived at the Windsor Hotel. Ex-Governor T. F. Randolph, of New Jersey, has

apartments at the New York Hotel. Commander Babcock, United States Navy, is quartered at the St. Nicholas Hotel.

Ex-United States Senator Lewis T. Wigfall has become a member of the Raltimore Bar. C. Cariton Coffin, of the Boston Journal, is among

the recent arrivals at the Windsor Hotel. Assemblyman Smith M. Weed, of Plattsburg.

N. Y., is again at the Fifth Avenue Hotel.

Ex-Congressman Augustus Brandegee, of Connecticut, is staying at the Windsor Hotel.

Mr. and Mrs. Sidney Webster will spend the winter in Washington with Mrs. Secretary Fish.

General Fry, United States Army, is on a visit to his father, General Jacob Fry, at Jerseyville, Ill. Senator John P. Stockton, of New Jersey, arrived at the Astor House yesterday from Washington.

President Chamberlain, of Bowdoin College, has regioned. Cause-Troubles about the military Director Frederick Billings, of the Northern

Pacific Railroad Company, has arrived at the Brevoort House. It is reported in New Orleans that the notorious

Judge Durell is about to resign, and that William B Walker is to take his place. A brother of Father Hyacinthe's wife is giving

amateur readings out West. A thirty-first cousin of Döllinger is next in order. The President's brother is going into the zinc business. The President himself may not object to

a cinque term in the Presidential business. Yeh Shootung, Tang Chau and Chan Laisun, of the Chinese Educational Commission, who have been on a visit to Washington, returned to the Stortevant House vesterday.

THE SOOLOO ARCHIPELAGO.

German Naval Preparation for a Demonstration Against Spanish Power-The Recent Maratime Seisures Off the Philippines.

TELEGRAM TO THE NEW JURK HERALD.

BERLIN, Bec. 3, 1878. The controversy between the German and Spanish governments regarding the German vessels seized by Spanish war vessels in the waters off the Philippine Islands, continues to increase in the serious of its aspect.

The German fright Kronpring and the corvette Augusta have been ordered to be prepared for active service at a moment's notice.

(The naval demonstration which Germany is preparing to make against the Spaniards in the Socloo Archipelago has been provoked by the commission of a very high handed and summary action on the part of a Spanish naval officer againt Prussian merchant trading vessels off the Philippines. We reported, just lately; the fact of the seizure of the German trading vessels Maria Louisa and Gazelle by a Spanish man-of-war off Sooloo. The vessels were brought to Manila. The crew of the Gazelle were liberated. The Captain and supercargo of the Maria Louisa managed to escape, and the Spaniards declared that they would be treated as spies if caught outside the respective consulates. The supercargo claimed the protection of the British Consul, and the Captain that of Germany, He stated that the vessels were 16 miles off Sooloo when captured, and that, according to law, the blockade extended only nine miles; and, further, that the Spanish authorities had not declared any blockade.-ED. HERALD.]

### ROME AND GERMANY.

The Archbishop of Posen Defines His Clerical Allegiance.

TELEGRAM TO THE NEW YORK HERALD.

BERLIN, Dec. 3, 1873. Archbishon Ledochowski replies to the demand of the German government for his resignation, refusing to comply, declaring that he is responsible only to the Pope.

SPAIN.

Royal Dons Retiring to Winter Quarters.

TELEGRAM TO THE NEW YORK HERALD.

BAYONNE, Dec. 3, 1873. Don Carlos has taken up his winter quarters at Durango, a town in the Province of Biscay, 13 miles southeast of Bilbao. His brother, Don Alfonso, has gone to Paris.

FRANCE.

Important Changes in Chief Foreign Missions.

TELEGRAMS TO THE NEW YORK HERALD.

PARIS, Dec. 3, 1873.

It is announced this morning that the Duke de Rochefoucauld is to be appointed to the French mission at London, and that the Marquis de Noailles, now Minister at Washington, is to be transferred to Rome.

Naval Concern with Respect to Collisions at Sea.

VERSAULES, Dec. 3, 1873. Admiral Jaures has proposed to the Assembly the establishment of an international tribunal for the purpose of investigating collisions between vessels on the high seas.

## THE POPE.

His Holiness Again Indisposed in Health.

TELEGRAM TO THE NEW YORK HERALD.

ROME. Dec. 3, 1873.

## ENGLAND.

Discount on 'Change and at the Bank-Movement of Bullion.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Dec. 3, 1873. The rate of discount in the open market for three months' bills is 4% per cent, or 1% per cent below he Bank of England rate.

BULLION MOVING TO THE BANK. amount of bullion gone into the Bank of

England on balance to-day is £63,000. EXPLOSION.

Two Men Killed by a Boiler Explosion. Sr. Louis, Dec. 3, 1873. By the collapse of a flue in the boiler of the Anchor Mills, corner of Twenty-third street and Franklin avenue, between eleven and twelve o'clock last night, Henry Peppersauce and a man named Johnson were killed.

## THE ILLINOIS BAILWAY SUIT.

CHICAGO, Dec. 3, 1873. Judge Treat, of the United States District Court at Springfield, to-day recalled his order of injune tion, issued several days ago, restraining the Receiver appointed by Judge Tipton, of the State Circuit Court at Bloomington, from taking possession of the Giman, Clinton and Springfield Railroad in the interest of the stockholders, as against the directors, Judge Treat decides that his Court has no jurisdiction in the premises.

## THE UNION PACIFIC RAILROAD.

Election of a Trustee, vice Cakes Ames Deceased.

An election to fill a vacancy created by the death of Oakes Ames in the trusteeship under the first mortgage indenture of the road of the Union Pacific Railroad Company, was held yesterday afternoon Railroad Company, was held yesterday afternoon, at the office of Morton, Bliss & Co., room 35 Drexel Building, corner of Wall and Broad streets. At the close of the poil Oliver Ames, of North Easton, brother of the deceased, was declared elected by a majority of 36 votes. Inquiry at the office of Morton, Bliss & Co. failed to elicit any further information in regard to the election.

## THE TEXAS ELECTIONS.

GALVESTON, Dec. 3, 1873. Ten cities and stations, including Austin, Galveston, Houston, Jefferson and Indianola, give a net democratic majority of 2,000. The election was quiet.

## A STATUE OF ROGER WILLIAMS.

PROVIDENCE, R. L. Dec. 3, 1873. The city government of Providence has completed a contract with Franklin Simmons, o Rome, Italy, to make a bronze statue of Roger

SHORT-HOEN CATTLE BREEDERS' CONVEN-

TION. CINCINNATI, Dec. 3, 1873. The International Convention of Short-Horn Cattle Breeders met here to-day. One hundred delegates were present. The reports of the officers were Hon. Charles T. Ackland, of England, who read. Hon. Charles T. Ackland, of England, who was present, was made an uonorary member. A paper was read by Dr. Sprague, of lowa, entitled "Short-Horas; Formation. Contour and Quality." A lively discussion followed.

The Convention will adjourn to-morrow.

A REVOLTING ORIME.

Ann Shay, a respectable woman, employed in Ball's paper mill at North Hoosick, Rensselaer county, was robbed, outraged and murdered on

County, was robbed, outraged and interest of Monday night near the Vermont State line. Charles Green, a disreputable fellow, has been arrested on suspicion. He admits that he assaulted the woman, but denies committing the roobery and murder. The people of North Hoosick are greatly incensed against him, and he has been brought to this city to insure his salety.

# THE VILLE DU HAVRE.

Melancholy Facts Collected at the Latest Moment.

The Hammond and Marconnot Families.

Pilot Commissioner Blunt on the Disaster.

WHERE IS THE LOCH EARN?

On inquiry at the offices of the General Transatlantic Company, at No. 58 Broadway, yesterday, it was ascertained that no further information in addition to the particulars already published in the HERALD had been obtained by the company's agent regarding the disaster to the ill-fated Ville du Havre. The head offices in Paris are quite reticent, and until a full investigation is had by the French government it is more than probable that very little will be known of the exact cause of the loss of the vessel. Marine officers speak very highly of Captain Surmont's character and qualifications as a steamship commander, and a general disposition is manifested to await full and precise details of the accident before judgmeat is given in the premises. People still continue to call at the company's office in search of information regarding friends and relatives who were known to have taken passage on the unfortunate vessel, but it was found impossible to give them any assurances of their friends safety as yet. The names of the crew have not been telegraphed through the cable to New York, and will not, as they are all natives of France and have their families in

The family of Thomas Hammond, of Crown Point, N. Y., which consisted of five persons and who are supposed to have perished together, was well known in the northern part of the State. Mr. Hammond engaged passage for his family by letter dated September 19. He was a brother of John Hammond, who is president of the Crown Point Iron Company.

The Marconnet family of four persons, who were published as unknown, are said to have been residents of Texas, to which place they had emigrated about 20 years ago, and it is believed that they had become quite wealthy and were about to return to fair France to spend their remaining years there. While waiting in this city for passage it is understood that they boarded at Mr. Tamier' No. 168 Christopher street. Of the entire family. one person, Mr. F. Marconnet, who is supposed to to be its head, is reported saved.

AN UNFOUNDED REPORT has arisen that "Mrs." Breeden, wife of B. F. Breeden, who was lost, had also perished. There is no such person as Mrs. Breeden. Mr. Breeden's wife is dead, and Miss Breeden, his daughter, who accompanied him on the voyage, was fortunately

Mrs. Buckley states that she was standing on deck, with Mr. Hamilton Murray, his senter, Mrs. C. A. Platt. Judge and Mrs. Peckham, when the ship went down. All per-tectly resigned. None of them saved.

and Mrs. Peckhain. When the sin went down. An perfectly resigned. None of them saved.

Mr. Hamilton Murray and Miss Martha Murray were respectively the son and daughter of the late Hamilton Murray, of Oswego, N. Y., and nephew and niece to Mr. Jonathan Sturges, the well known retired merchant of this city. In company with Mrs. Platt they had taken passage on the Ville du Havre with the intention of passing the winter on the Continent. Just before embarking Mr. E. Sturges, with E. Arnold & Co., of 125 Front street, bought the tickets and secured rooms for Mrs. Platt and Miss Hamilton at the office of the company. In addition to these details is the following despatch, received last evening at this office from Mr. George H. Stuari, a prominent and esteemed citizen of Philadelphia, who knew the Murray lamily well:—

Mr. George H. Stuart, a promitient and esteemed citizen of Philadelphia, who knew the Murray jamily well:

SAD DESTRUCTION OF A FAMILY.

PHILADELPHIA, Dec. 3, 1873.

To the Editor of the Hebald:

In reading the sad column of passengers lost on the Ville du Havre, I observed after Mr. Murray's name "No information; no residence." Hamilton Murray and Miss Murray, who are among the lost, were children of the late Hamilton Murray, a distinguished chizen of your Stale, residing at Oswego. Mrs. Murray was a charming lady, and her youncest daughter died recently in Oswego, and her eldest son Hamilton and her daughter Martha, borne down with grief and in search of health, were on their way to spend their winter in Europe. Mr. Murray was a graduate at Princeton in June. 1872, and, with his sister, was greatly beloved by a wide circle of triends infoughout the country. Their brother Charles, now a student at Princeton, is the only surviving member of what was once a large and happy family.

GEORGE H. STUART.

what was once a large and happy family.

EXORGE H. STUART.

THE CHIEF FILOT COMMISSIONER ON THE WHECK.

Mr. George W. Blunt, the Chief of the Pilot Commissioners, stated to a reporter vesterday that he considered that the great loss of life on the wrecking of the Ville de Havre was mainly due to the inadequateness and insufficiency of the life-preserving apparatus with which the steamer was properly supplied in this respect. A life ratio night to be carried upon deck ready for any emergency. One of these raffs would sustain nearly 100 persons for many hours, and he considered that had the ville du Havre been furnished with one of them many of those unfortunates who found a watery grave would now be alive and well. Mr. Blunt expressed himself unwilling to bazard an opinion as to the absolute cause of the collision, but derided the assertion that the Loch Earn was sighted 17 minutes prior to the collision, but derided the assertion that the Loch Earn was sighted 17 minutes prior to the collision. The weather was reported to have been clear and the stars were shining. Under such circumstances the null must have been the steamer's, for by the rule of the road, generally acknowledged by all civilized maritime nations, she ought to have got out of the way of the sating vessel. According to this law a steamer meeting a sailing ship has to give way, and is liable for any error in judgment made by an attempt to cross the bows of the crait under canvas only. Commissioner Biunt had heard Captain Surmont could be biamed.

THE FAULT.

If any, lay with the officer whom he left in charge of the deck. The skipper of the loch Earn bears a very good reputation among the pilots of this jort, and Mr. Biunt denounced in unmeasured terms are proported to have been clear and the stars were shining. All provided with the ship layer of the loch Earn was much impressed by that commander's seamanlike judgment and paipable experience. He did not tlink, under the circumstances at present apparant, that Captain Surmont could be biamed.

THE

the remark reported to have emanated from one of the harbor-musters, that he was not to be believed

the harbor-missers, that he was not to be believed under oath.

THE COMPANY'S LOSS.

The loss of the Ville du Havre is all the more serious to the Transatiantic Company at this time, as they had just completed arrangements to send a steamer from this port every week. The Amerique, a new steamer about the same size as the Europe and a little smaller than the Ville du Havre, will be ready for sea early next year, and another steamer of equal dimensions is now in course of construction. The Lafayette, which was burned at Havre some time ago, has been reconstructed and is now running between Brest and Aspin wall. The Ville du Havre was insured for about two-thirds her value in a variety of companies, chiefly Parisian ones, the remaining risk being taken by the company which owns her. This system of partial insurance is much in voque with corporations owning a large number of vessels, as by taking a portion of the tisk they save premiums sufficient in a few voyages to enable them to sustain the destruction of at least one vessel per anguin, without absolute pecuniary loss to themselves. The accident to the Ville du Havre will not interfere with the continuance of the regular fortnightly trips of the vessels belonging to the Transatiantique company's line.

MERKE IS THE LOCH BARN?

In a conversation with Mr. Henderson, the agent of the ship Loch Earn, a Herald reporter learned that gentieman's opinion of the ship and the damage she had probably sustained. His applied was of course, based on the information he received through the papers. He said that from what he knew of the construction and strength of the ship, it appeared to him impossible that she could have gone down or have been in any way materially damaged. "If the collision," he said, "happened as reported, all the advantages, if there de any such in a collision, were on the side of the sailer, as her bows are said to have he the will edu Havre amidships," Mr. Henderson further said:—

the salier, as her bows are said to have hit the said:—
Wille du Havre amidships." Mr. Henderson further said:—
"The Loch Earn must have sustained some damage, but, as I have already stated, I do not consider it of such a nature as to place her in great danger. The despatch you show me I have seen and read; but I do not think the statement continued in it that the Loch Earn has put about for Queenstown is at all true, and I have as much reason and foundation for what I say as those who sent the despatch. It is only a conjecture, for no one knows what has been done with the vessel, as she has not been spoken since the accident occurred. She may on account of the occurrence be a little longer in making the passage than she might otherwise have been; for with a damaged bow she will be unable to sail before the wind."
Further than that which is above stated Mr. Henderson could say nothing regarding the ship, he naving received no intelligence of her.

PATERSON'S SHARE IN THE VILLE DU HAVEL HORROR.

Among the passengers lost on the ill-fated steamer Ville du Havre were Mrs. Eliza Ferdinand and her son Victor, a boy about six years of age. Mrs. Ferdinand was the wife of a Paterson black smith, in Grand street, and the sister of Joseph E. Tynan, a well-known Paterson real estate agent. Mrs. Ferdinand was born in France, but left there at an early age. She was well educated and accomplished, being formerly a teacher in Paterson, and being on her way to accept an engagement as tutor in Paris when she met her untimely end. She leaves a large number of acquaintances and friends in Paterson, who are shocked and grieved at her untimely late.

### THE HUNTER PAMILY LOST IN THE VILLE DU HAVRE.

[From the New Bedford Herald, Dec. 2.] Captain Charles Hunter, his wife and one daughter, Caroline, lost in the Ville du Havre calamity, were prominent residents of Newport. Captain Hunter during the war of the rebellion, while in command of a man-of-war, chased and captured the blockade runner Isabella. This act was offensive to Spain, and she demanded his dismissal as

no such person as Mrs. Breeden, Mr. Freeden's wife is dead, and Miss Breeden, his dangliter, who accompanied him on the voyage, was fortunately saved. Miss Breeden has another sister airve, who haves, of Howes, of Howes, the well known banking firm. Young Mr. Howes is said to be rector of Christ church (Episcopal), Hoboken. Owing to the dimonity in obtaining absolute and definite into dimonity in obtaining a decrease of the company to make the company to make a practice of the state of a young lad who are a water in the lack House, or any other nouse, and Mr. Louis Squadrill, jeweller, of No. 9 Maiden lane, was reported to be father of a young lad who can dead at the office of the office of the office of the office of the passenger in his employ to run on crrands.

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way adverse to the steamship companies. They
will say that prosperity has made not only the
managers of the steamship lines, but also their employés, carcless of the safety of passengers, and
they will apply this result of their reasoning to the
present case of the ville du Havre. Leaving ail
special cases of steamship disaster aside, it is truly
remarkable that during the year 1873 alone about
one-third as many lives have been destroyed by
accidents to transatiantic steamers as were anuihilated in the same manner in the thirty-one years
from 1841 to 1873.

LIST OF SHIPWRECKS.

PRESIDENT—Leit New York on March 11, 1841,
and was never heard from afterward. Among her
passengers were Tyrone Power, the comedian, and
a son of the Duke of Richmond.

COLUMBIA—Wrecked in a log on the coast of
Nova Scotia, on July 1, 1843.

GREAT BRITAIN—Lost in a storm on the coast of
Ireland, September 22, 1848.

HELENA SLOMAN—Foundered in mid ocean, in
November, 1850; nine lives lost.

St. GEORGE—Destroyed by fire at sea, December
24, 1852; 51 lives lost.

HUMSOLDT—Wrecked near Halifax, December 5,
1883; no lives lost.

CITY OF GLASOW—Never heard of after leaving

1853; no lives lost. Ciry of Glasgow—Never heard of after leaving

Giasgow in spring of 1854; 480 lives lost. FRANKLIN-Wrecked at Morienes, L. I., July 17, Franklin—Wrecked at Morienes, L. I., July 17, 1854; no lives lost.

Arctic—Run down by French steamer Vesta, off Newioundland, September 27, 1854; 300 lives lost.

City of Philadelphia—Wrecked in 1854.

Pacific—Never heard from after January 23, 1856, when she left Liverpool; 200 lives lost.

Le Lyonnais—Collided with ship Adriatic, off Nantucket, November 2, 1856; 120 lives lost.

Tempest—Lost, with all on board; never heard from after she left New York on February 26, 1857.

New York—Lost at sea, in June, 1858.

New York—Lost at sea, in June, 1858.

AUSTRIA—Burned in mid-ocean, September 13, 1853; 470 lives lost.

ARGO—Wrecked in a fog on coast of Newfoundland, June 23, 1859; all hands saved.

INDIAN—Wrecked on coast of Nova Scotia, November 21, 1859; 27 lives lost.

HUNGARIAN—Wrecked off Nova Scotia, February 20, 1869; 205 lives lost.

20, 1860; 205 lives lost. Connaught—Burned off the coast of Massachuetts. October 7, 1860.

CANADIAN—Wrecked by sunken ice in the Straits of Beile isie. June 4, 1861; 35 lives lost.

NORTH BRITON—Wrecked during a storm on
Paraquet Island, November 5, 1861.

Nonwegian—Wrecked on St. Paul's Island, June

Anglo-Saxon—Wrecked off Cape Race, April 27, 1863; 237 lives lost. GRORGIA—Lost on Sable Island in a fog, August

# THE SETTLEMENT QUESTION. WHERE IS THE KANSAS?

A More Peaceful Tone Among the Havenese.

## THE CASINO STILL URGENT.

TELEGRAM TO THE NEW YORK HERALD.

HAVANA, Dec. 3 1873. The excitement among the citizens is disappearing and tranquility is returning.

A PRACE MANIPESTO. The National Integrity Club, composed of a num ber of the principal members of the volunteer force has issued a manifesto advising obedience to the authorities and expressing confidence in the acts of Captain General Jovellar.

A DEMONSTRATION AGAINST THE CAPTAIN GENERAL ABANDONED

All the journals announce that the contemplated attempt at a demonstration against "a certain personage" will not occur, not being likely to be productive of any good results.

THE CASING STILL ACTIVE.

Señor Zulueta has telegraphed to the Spanish casinos in the interior that recent events have obliged all good Spaniards to renew their oaths to preserve the honor of Spain in the Island of Cuba. The answers are in the usual patriotic style. The Cardenas Casino calls the demands of the American government opprobrious, and says that every Spaniard hearing them calmly degrades himself.

The newspaper discussion of the situation is more moderate and reasonable in tone. The people are advised to await events calmly. The crisis is generally considered to be past.

THE PRESS TONE MORE MODERATS.

Press Opinion-The Republican Party Strong in Cuba-Employment for Idle Army Officers Suggested.

HAVANA, Dec. 3, 1873. The Corro Printo declares that the republican party in Cuba is strong and united as ever, and denies there is any truth in the report of dissensions among its leaders. It complains that too many army officers are fiving idly in Havana and advises that employment be given them.

The Spanish Minister and the Secretary of State in Accord Still-The Port for the Virginius' Surrender Not Yet Determined On.

WASHINGTON, Dec. 3, 1873. Admiral Polo and Secretary Fish have, since they signed the protocol on Saturday, been in perfect accord concerning the arrangements for the restoration of the Virginius and the survivors. The port to which the Virginius shall be brought may depend upon her sea-going condition. The official information does not excite apprehension that this part of the protocol will be seriously, if at all, embarrassed. Everything thus far has been done with calmness on the part of the representatives of the two governments.

### ST. DOMINGO.

The Provisional Government as Constituted by General Luperon. The latest advices by mail from St. Domingo re port that General Luperon was waited upon by a deputation of seven generals, who requested him to take the command of the revolution.

A provisional government has been formed as follows:—

bliows:—
Luperon, President.
Aivarez, Minister of Foreign Affairs.
Pimentel, Minister of War.
Jimenez, Minister of Finance.
Polanco, Minister of Justice.
Great preparations are being made for a march of Santiage.

BRITISH WEST INDIES. Public Opinion of the Virginius Cap-

ture News. ST. THOMAS, NOV. 17, 1873. Some little excitement has been caused by the news of the capture of the Virginius. The American and French consuls have received messages requesting men-of-war to be sent to San-tiago, but there are no men-of-war here.

## WEATHER REPORT.

WAR DEPARTMENT,
OPPICE OF THE CHIEF SIGNAL OPPICER,
WASHINGTON, Dec. 4-1 A. M.

For New England brisk and occasionally high contheasterly to southwesterly winds will prevail with partly cloudy weather and areas of rain. FOR THE MIDDLE STATES, FRESH AND BRISE

SOUTHERLY WINDS, WITH PARTLY CLOUDY WEATHER AND AREAS OF BAIN IN THE NORTHERN PORTION OF THE LAKE BEGION; BRISK AND HIGH SOUTHERLY TO WESTERLY WINDS, LOWER TEMPERATURE AND CONTINUED RAIN OR SNOW, THE WINDS SHIPTING TO NORTHWESTERLY IN THE UPPER LAKE REGION, WITH COLD AND PARTLY CLOUDY WEATHER ON THIRDRINAY APPERNOON.

Prom the South Atlantic and Eastern Gulf States partly cloudy weather, the temperature falling in the Lower Mississippi Valley. For the Northwest cold and cloudy weather, with

snow, followed by clearing weather on Thursday Cautionary signals are ordered for Oswego, Buffalo, Brie, Toledo, Alpena, Grand Haven and Chi-

Reports are missing from the Ohio Valley, Tennessee, the Lower Mississippi Valley, the Southwest, the Missouri Valley and the extreme North-

After the 10th inst, the display of cautionary signals will be suspended at the lake ports for th winter.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours as indicated by the thermometer at Hudnut's Pharmacy, Herald Building:-Pharmacy, Heral D Building:— 1872. 1873. 3 A. M. 35 37 3:30 P. M. 43 6 A. M. 37 37 6 P. M. 39 9 A. M. 39 41 9 P. M. 39 12 M. 43 47 12 P. M. 37 Average temperature yesterday.

Average temperature corresponding date last year.

### SNOW IN CALIFORNIA. SAN FRANCISCO, Dec. 3, 1873.

There is a light fall of snow here. It is snowing and Stockton, Sacramento and other points in the valley district of the State. This is a very unusual occurrence. LAKE SHIPPING.

Vessels bound down will make the attempt to

PORT COLBORNE, Ont., Dec. 3, 1873.

### get through the canal to-night if the weather continues open. The propeller Granite State is in the canal, coming up. A number of loaded vessels for various ports have laid up here for the winter.

LAMENTABLE SUICIDE. MILWAUKER, Dec. 3, 1873. The unknown man who jumped from the bridge into the river last night, proved to be George W. Peckham, an old and esteemed, but retired lawyer of this city, and brother of Judge R. W. Peckham, of Albany, who was lost on the steamer Vide du Havre. Mr. Peckham was about 89 years of age, and it is thought the death of his brother produced temporary insanity and caused his sad death.

### FIRE IN WESTERN PENNSYLVANIA. TITUSVILLE, Pa., Dec. 3, 1873,

A destructive fire occurred at Greece City, last night, destroying 30 buildings, consisting of stores, dwellings, three hotels, and the Producers' Bank. The loss is estimated at \$90,000, and is partially insured, but the amount is unknown. The fire originated in a dry goods store.

Pears for the Safety of the Vessel-No News of Her Arrival at Santiago de Cuba - List of Her Officers.

Some anxiety is felt in this city for the safety of the United States war steamer Kansas, which left New York for Santiago de Cuba at eleven o'clock on the morning of November 14. No news of her arrival at the Cubaa port has yet been received, and it is stated that she has not been heard of since her departure. The Juniata left New York November 19, five days after the Kansas, and arived at Santiago de Cuba on the 26th of November. This makes the Kansas to-day 20 days out, or 13 days longer than the Juniata's time. Hence it will be seen that the apprehensions felt in this city are not without

DESCRIPTION OF THE VESSEL.

The sloop-of-war Kansas rates as a third class. She is a screw steamer, and had undergone repairs just before her departure. She is ment, and carries three guns of heavy calibre. She has been considered a very seaworthy vessel, but was out in the hard gales of the 17th and 18th of

November.
THE OFFICERS OF THE KANSAS. The following are the officers of the Kansas:-Commander-Allen V. Reed, commanding. Lieutenant Commander—Edwin H. Miller. Executive Officer—Lieutenant F. G. Hyde.

Navigators-Lieutenants Frank W. Nicholis and Royal R. Ingersoll. Paymaster-G. F. Bemis.

Assistant Surgeon-S. A. Brown, Engineers-First Assistant, J. P. Kelly; Second Assistant, B. C. Gowing.

Commander's Clerk—F. A. Benson.

Paymaster's Clerk—J. S. Rider.

## THE LOST STEAMER ATLANTIC.

Several Bodies Seen in the Wreck by & Diver.

A TEL 20 61-HALIPAX, N. S., Dec. 3, 1873. Another quantity of goods has been recovered from the Atlantic wreck and has been brought to this city. Previous to the late gale one of the divers operating on the wreck saw under the gangway the bodies of a man (evidently an officer of the ship), a woman and a little girl. The diver intended sending them up, but when he went down the next time, after the storm, several tons of iron had fallen on the bodies. Operations on the wreck

will be suspended during the winter. A large quantity of cargo is still believed to be in and about the wreck. The owners of the hull are using qualin in blasting the machinery of the

### FERRYBOAT ACCIDENTS

The ferryboat Jay Gould ran ashore yesterday morning, on the flats near Stevens' point, at the Elysian Fields, on the North River. She will probably be floated off at the next tide without much damage. The passengers were taken off by the tugboat Lappin. None of them were hurt. The accident was caused by the compasses being out of order.

A collision took place yesterday between the ferryboats James Fisk, Jr., and the Morristown, in mid stream. Both boats were loaded down with passengers, and had it not been for the timely action of one of the pilots loss of life would have occurred. Very little damage was done and no one was hart.

In the afternoon another collision took place between the John S. Darcey and a sailing vessel, which created a big scare among the passengers, but luckily all escaped uninjured. Elysian Fields, on the North River. She will proba-

## LARGE PIRE IN HOBOKEN.

About midnight of Tuesday fire broke out in Moaren's boiler and machine shop, corner of Grand and Third streets, and in a few hours the entire structure was burned to the ground. Richmond & Son lose \$10,000 on the button factory therein: the Decorative Wood Pressing Company lose about \$16,000, and the proprietor of the building \$50,000; partially covered by insurance. Two hundred employes are thown out of work, but they will soon find employment again, as the factory will be speedily rebuilt. The praiseworthy exertions of the Fire Department prevented a heavy confagration. Several neighboring houses and factories caught fire, but it was instantly extinguished on each occasion. the Decorative Wood Pressing Company lose about

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A.—Hernia.—American Institute Fair, 1878, awarded silver medal with highest testimonials to the BLASTIC TRUSS COMPANY, 633 Broadway; holds rupture easy, night and day, till permanently cured; 28 branch offices.

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nary. \$1,20,000 distributed (prize in every seven ticketo; prizes cashed; orders filled; information furnished; spanish bank bills and governments purchased.

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