

THE GREAT LABOR STRIKE.

ONE HUNDRED THOUSAND MEN BANNED TOGETHER IN NEW YORK.

Important Details of the Proposed Movement in April—The Aims of the Strike—All the Building Mechanics Pledged to Act Together.

THE IMPENDING STRIKE AMONG THE TRADES IN THIS CITY IS CLAIMED, BY AN EVER larger scale than that of last year. The struggle is not to be confined to one trade at a time, for all, under the line of building trades, have had an understanding with the Eight Hour League, and these men, numbering in all eighty thousand mechanics, will strike in the same hour.

THE STRIKE WILL STRIKE OSTENSIBLY FOR THE eight hour movement. The carpenters and joiners ask for an increase in their pay of two dollars a week.

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WHY DISRAELI REFUSED TO FORM A NEW CABINET.

When Mr. Gladstone announced in the House of Commons that the old ministry would continue in office, he explained fully why it was only after the party opposition had unconditionally refused to resign, that his friends had consented to resume office.

Mr. Disraeli explained the course he had thought proper to pursue since the beginning of the crisis. He confessed that he had been extracting from a statement he had made to her, that the efforts of the gentlemen of the opposition to defeat the government were made with the deliberate intention of refusing to resign.

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THE GREAT BANK FORGERY.

THE CHIEF CULPRITS CAUGHT BY THE CABLE.

The Old Lady of Threadneedle Street Swindled Out of Half a Million Dollars—The Plot that Led to the Plot's Discovery—Part of the Plunder Recovered.

The forgeries on the Bank of England, of which some details were given by telegraph, was one of the most skillful known of late years. It was discovered on March 1st by the mere accident. It was a most elaborate conspiracy, the object being to forge bills discounted.

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A SUCCESSFUL LAUNCH.

THE NEW SCHOONER JESSIE ELIZABETH AUSPICIALLY CHRIStENED AND BAPTIZED—THE PIONEER OF A NEW COASTWISE FLEET.

The announcement made in THE NEWS on Saturday morning, that the new three-masted schooner, built by Messrs. J. G. & D. C. Marsh, for the Charleston Coastwise Transportation Company, would be launched between the hours of 1 and 2 P. M., last Saturday afternoon, attracted a large and promiscuous crowd to the scene of the launching.

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CHILDREN OF THE CROSS.

ST. PATRICK'S SUNDAY-SCHOOL. Annual Celebration and Distribution of Premiums.

The annual celebration of the large and flourishing Sunday-school attached to St. Patrick's Catholic Church took place yesterday afternoon, and was closed by the distribution of a large number of premiums.

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THE TRUCK FARMERS' GRIEVANCE.

Beginning of the Investigation into the Effect of the Acid Fumes on the Farm Crops on the Neck.

The committee appointed by the Agricultural Society to investigate the foundation for the complaints of the farmers that their crops in the vicinity of the phosphate works are suffering injury from the fumes of the sulphuric acid chambers, have, with the assistance of Dr. St. Julien Bavenel on the part of the phosphate companies, and Dr. Lewis B. Gibbes for the farmers, recently commenced their work by visiting several of the farms alleged to have sustained injury.

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JOTTINGS ABOUT THE STATE.

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EMANCIPATION BY SPAIN.

Slavery Abolished in Porto Rico—The Beginning of the End.

The following cable dispatch has been received at the department of State:

To Hon. Hamilton Fish, Secretary of State, Washington.

The immediate emancipation law for Porto Rico passed to-night, unanimously, amid great enthusiasm in the Assembly.

(Signed) D. E. SICKLES.

THE FORCE OF GUNPOWDER.

One Hundred Tons of Iron Hurted Four Hundred and Fifty Yards by an Explosion.

Doubtless there are many Charlestonians who still remember the terrific detonations caused by the explosions of the Confederate iron-clads Charleston and Chloera, in Cooper River, opposite Marshall's wharf, at the evacuation of Charleston in February, 1865.

It has always been a matter of surprise to the wrecking fraternity that only a small portion of the wreck of the first named boat could be found in the vicinity of the spot at which she was anchored.

Professor Mallefert, whose name as a wrecker is so well known to the Charleston public, has for a long time occupied himself with the solution of this riddle.

A few weeks ago he accidentally observed a strange rippling of the water surface four hundred and fifty yards, or more than a quarter of a mile, eastward of the wreck of the vessel, and it at once occurred to him that phenomena afforded a clue to the mystery.

He accordingly anchored one of his derricks above the spot marked by the ripple, and an examination revealed lying upon the bottom of the river, the iron sheathing of the bow and one entire broadside of the vessel, constituting a mass of iron weighing altogether 212,750 pounds, or nearly one hundred tons.

The whole broadside of the battery with three port-holes was intact. That this immense mass of iron should have been hurled through the air for more than a quarter of a mile, affords a startling illustration of the force of the explosion.

This discovery has led Prof. Mallefert to suppose that the other half of the Charleston is lying about the same distance on the opposite side of the anchorage, and he has already begun to search for it.

Prof. Mallefert has recently contracted with the United States Government to remove the wreck of the moulder Keokuk, which lies at the mouth of the harbor near the Weehawken lightship.

The Keokuk is the only remaining obstruction at the entrance to the harbor, and its removal will greatly contribute to the safety of navigation.

The professor has also received the contract to remove the wreck of a vessel at the mouth of Savannah River.

THE LITTLE RIVER AND CHESTER RAILROAD.

A meeting of the corporations of the Chester and Onawa Railroad will be held at Lancaster Courthouse, on the 15th proximo, for the purpose of effecting a consolidation with the Little River and Cheraw Line, under the name of the Little River, Cheraw and Chester Railroad.

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SAMPLING COTTON IN LIVERPOOL.

The Manchester Examiner reports that the Liverpool Cotton Brokers' Association, in reply to a suggestion made some months ago by the association, have received a letter from the authorities of the enclosed Dock Warehouse at Liverpool, to the effect that when cotton damaged by sea water is landed in future, it will be stored apart and sampled separately.

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A REPORTED DECALCATION.

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ST. JOSEPH'S SUNDAY SCHOOL.

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TRIBUTE OF RESPECT.

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RECORDING SECRETARY.

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