# New-York Tribune.

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THE NEW-YORK TRIBUNE.

THE NEW-YORK DAILY TRIBUNE
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THE NEW-YORK WEEKLY TRIBUNE,
A VERY LARGE PAPER FOR THE COUNTRY, is published every SATURDAY MORNING, at the low price of $2 per annum, in advance; Three Copies for $5; Five Copies for $8; Ten Copies for $12; Twenty Copies, to one address (and any larger number at the rate of $1 per annum), $20; Twenty Copies to address of each subscriber (and any larger number at the rate of $1 20 each) $24. Any person sending us a club of twenty or more, will be entitled to an extra copy. Subscriptions may commence at any time.
Advertisements in THE WEEKLY TRIBUNE cost ONE DOLLAR PER LINE for each insertion.

THE SEMI-WEEKLY TRIBUNE
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## Special Notices.

**Mr. Longworth sends to Mr. Dallas,** Minister Plenipotentiary of the United States at the Court of St. James, a few cases of his SPARKLING CATAWBA WINES, with a request that his Excellency will accept one box for himself, and turn the others over to his wine merchant. To which Mr. Dallas replies that he cannot reconcile the duties of a Minister Plenipotentiary of the United States with those of a commission merchant, and therefore "declines to receive the wine altogether."

As public sentiment seems to be divided upon this question, the only way to settle the matter is to try the wine itself—

*"For richest and best*
Is the wine of the West,
That grows by the beautiful river;
Whose sweet perfume
Fills all the room
With a benison on the giver."—LONGFELLOW.

For sale by all respectable wine merchants, and at the principal hotels in the United States.

FRED. S. COZZENS,
Sole Agent
for LONGWORTH'S OHIO WINES,
No. 73 Warren-st.,
New-York.

**Republican Central Committee.**—A regular meeting of this Committee will be held on THIS (Wednesday) EVENING, March 14, 1860, at 7½ o'clock, at No. 618 Broadway. Punctual attendance is requested. By order.
DANIEL D. CONOVER, Chairman.
HARVEY T. CLEVELAND, JAMES CUSHING, JR., } Sec'ys.

**The Republican Electors of the several Wards and Towns of Kings County** are hereby requested to assemble at the following times and places, for the purpose of electing FIVE DELEGATES from each Ward and Town, to meet in their respective Assembly Districts, for the purpose of electing two Delegates and two Alternates to the REPUBLICAN STATE CONVENTION to be held on the 18th of April next. And also to elect three Delegates from each Ward in the City of Brooklyn, to a CITY CONVENTION, for the purpose of nominating Charter Officers.
Primary Meetings to be held on TUESDAY, March 13, between the hours of 8 and 9 o'clock p. m.

| *Wards.* | *Places of Meeting.* |
|---|---|
| I.... | Star Hotel. |
| II.... | No. 72 Main-st. |
| III.... | No. 9 Court-st. |
| IV.... | No. 153 Adams-st. |
| V.... | No 123 Prospect-st. |
| VI.... | Corner of Baltic and Clinton-sts. |
| VII.... | Corner of Franklin and Willoughby-sts. |
| VIII.... | Winchester Feed Store, 3d-av., near 20th-st. |
| IX.... | Three-Mile House, Fulton-av. |
| X.... | No. 93 Boerum-st. |
| XI.... | Una Hall, corner of Adelphi-st. and Myrtle-av. |
| XII.... | No. 8 Linden-place. |
| XIII.... | Odeon, 5th-st. |
| XIV.... | No. 79 Grand-st., Washington Hotel. |
| XV.... | No. 369 Grand-st. |
| XVI.... | Union Hall, corner of Ewen and Meserole-sts. |
| XVII.... | Jones's Hotel, corner of Franklin-av. and Noble-st. |
| XVIII.... | Morris's Hotel, Bushwick Cross Roads. |
| XIX.... | North-west corner of Division-av. and 4th-st. |

And at the usual places in the various Towns.
The CITY CONVENTION to meet at No. 9 Court-st., on THURSDAY, the 15th inst., at 7½ o'clock p. m. And the ASSEMBLY DISTRICT CONVENTIONS to be held on TUESDAY, the 20th inst., at the following times and places:

| *Districts.* | *Places of Meeting.* |
|---|---|
| I.... | No. 9 Court-st., at 8 o'clock p. m. |
| II.... | Corner of Baltic and Clinton-sts., at 7½ p. m. |
| III.... | No. 153 Adams-st., at 7½ p. m. |
| IV.... | No. 9 Court-st., at 7½ p. m. |
| V.... | Una Hall, cor. Adelphi-st. and Myrtle-av., at 7½ p. m |
| VI.... | Odeon, 5th-st., at 7½ p. m. |
| VII.... | Union Hall, cor. Ewen and Meserole-sts., at 7½ p. m |

By order of the Committee. SETH B. COLE, Chairman.
J. N. STEARNS, Secretary.

**Fourth Ward Republican Association, Brooklyn.**—The Republicans of the IVth Ward of Brooklyn will meet at No. 153 Adams-st. on TUESDAY (this) EVENING, at 8 o'clock to nominate Ward officers, and elect Delegates pursuant to the call of the General Committee.
EBENEZER RICH, Ch'n Executive Com.
T. G. SHEARMAN, Secretary.

**Brooklyn Sixth Ward Republican Association.**—In pursuance of the call of the General Committee, the Republicans of the VIth Ward are requested to meet at the School-Room corner of Clinton and Baltic-sts., THIS (Tuesday) EVENING, 12th inst., at 8 o'clock, to elect Delegates to the Assembly, City, and District Conventions. S. J. EDWARDS, Pres't.
L. W. MURRAY, Secretary.

**Brooklyn Ninth Ward Republicans.**—In pursuance of the call of the General Committee, you are requested to meet at the Three-Mile House, Fulton av., on TUESDAY EVENING next, 13th inst., at 8 o'clock, to elect Delegates to the Assembly, District, and City Conventions. By order,
BAILEY J. HATHAWAY, Pres.
JOHN D. CUTTER, Sec. Ward Ass.

**The Rev. H. Grattan Guinness**
WILL PREACH
EVERY EVENING THIS WEEK except Saturday, in the Rev. Dr. McElroy's Church, 14th-st., near 6th-av.

**A Course of Lectures** will be delivered at the FIRST GERMAN PRESBYTERIAN CHURCH, in 6th-st., between 1st and 2d av., two doors from 2d-av., for the benefit of the Church and Sunday School.
1. THURSDAY, March 15—The Rev. Dr. Hitchcock. Subject: "The Laws of Civilization."
2. WEDNESDAY, March 21—The Rev. Dr. Burchard. Subject: "Curiosity."
3. FRIDAY, March 23—The Rev. Theo. L. Cuyler. Subject: "London" (by request.)
4. TUESDAY, March 27—The Rev. Dr. Walter Clarke. Subject: "Thought."
5. THURSDAY, March 29—The Rev. Peter Stryker. Subject: "Washington, the Model Man."
6. WEDNESDAY, April 4—The Rev. Dr. Adams. Subject: "Labor." To commence at 8 p. m.
Tickets for the Course, $1; for single Lecture, 25 Cents. To be had at Randolph's No. 683 Broadway, and No. 72 2nd-av.

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ALL WARRANTED to be the PUREST MANUFACTURED.

**The Union Anti-Slavery Meeting,** for prayer and conference, will be held at the Lecture-Room of the Church of the Puritans on TUESDAY EVENING, March 13, at 7½ o'clock. Friends of freedom, without distinction of sect or party, are invited to attend and take part in the exercises.

**The Managers of the Orphan's Home and Asylum of the Protestant Episcopal Church in New-York,** No. 146 West 39th-st., having obtained ground for their institution, have appealed, through the Church papers, to the liberality of Episcopalians, in aid of their projected building. The appeal has been promptly met, but much money is still needed to make up the required sum of $30,000. To enable them to commence building this spring, and to obviate the evil of their doing so under the pressure of debt, they would now, through the daily papers, urge the claims of their Institution upon all members of the Episcopal Church who may not have seen their former appeal, and ask for contributions from all persons who may be interested in the cause of the friendless orphan.
Donations may be sent to
Mr. R. B. Minturn, No. 78 South-st.
Mr. Wm. Wilmerding, No. 27 Park-place.
Mr. S. Cambreling, No. 14 Wall-st.
Mr. John Warren, No. 65 Wall-st.
Mr. Morris Franklin, No. 112 Broadway.
Mr. George Jones, No. 348 Broadway, Appleton's Buildings.
Mr. Stewart Brown, No. 59 Wall st.
Mr. T. J. Owen, No. 158 South-st.

**Trinity Young Men's Christian Association.**—The Rev. E. H. CHAPIN will deliver his celebrated Lecture on "MODERN CHIVALRY," at the Trinity M. E. Church, in 34th-st., between 7th and 8th-avs., on THURSDAY EVENING, March 15, at 8 o'clock. Tickets 25 cents.
G. B. NASH, Ch'n Lecture Committee.

**Masonic.**—HOPE LODGE, No. 344, F. and A. M.—The members of this Lodge are requested to be punctual in their attendance at the regular communication, TUESDAY, the 13th inst., at 8 p. m. You are also summoned to meet at the Lodge Room, corner of Hudson and Christopher-sts., on WEDNESDAY, the 14th inst., at 12 o'clock m., for the purpose of paying the last tribute of respect to our late worthy brother, DAVID HENRY. By order, JOHN J. GORMAN, Master.
MYRON HARRIS, Secretary.

**Wendell Phillips**
Will deliver a LECTURE at the
COOPER UNION,
WEDNESDAY EVENING, March 21,
upon a subject well calculated to exhibit his unrivaled eloquence and power as a speaker, viz:
"AGITATION INDISPENSABLE TO REFORM."
Admittance 25 cents. Lecture at 8 o'clock. Doors open at 7

**The Ferries and the Legislative Committee.**
MR. KALBFLEISCH AS A WITNESS.
MR. STRONG AS AN INDORSER.

The statements made before the Legislative Committee by Mr. Kalbfleisch and Mr. Strong would, if true, be startling and important. But, like a great many other random statements, they appear on examination to be entirely destitute of foundation in fact. It is matter of surprise that such a man as Mr. Kalbfleisch should be willing to jeopard his reputation for veracity and reliability on such wholesale statements, and that Mr. Strong should be willing to indorse them as he does.

That it may be seen that these two gentlemen do not speak from mere error of information, but that they are deliberate in their representations, it is only necessary to look at their reported remarks. Mr. Kalbfleisch proposed to show the Committee by figures, that the Peck-slip Ferry could be run for one cent, and then proceeded to give figures, and informed the Committee that his facts had been "again and again confessed by the Company." Mr. Strong heartily indorsed all Mr. Kalbfleisch's facts, stated them to be of public notoriety, and even added a statement, on the authority of Mr. Dubois, a gentleman now in Europe, and not here to contradict the gentleman who cites him as a witness.

I propose to show how credible a witness Mr. Kalbfleisch is. He begins with dates and events. His statement that, "in 1849, the long ferry and two short ones were leased for ten years," is wrong in all respects. Only two ferries were leased, the Peck-slip and Grand-st. Ferries, and this was in 1848. The Division-av. Ferry was established as a public accommodation, without any lease, some years afterward.

On other dates, Mr Kalbfleisch is equally at fault.

He states that the first ferries to Williamsburgh were formed in 1823 or 1824, whereas the first ferry was established as early as 1816, and hundreds of citizens remember the horseboats in 1819 and 1820. The Grand-st. Ferry has been running since 1816, and probably since 1815.

But it is not only in dates long ago that Mr. Kalbfleisch is mistaken. He professes to give statistics within thirty days past, and if his figures in dollars and cents are as reliable as his dates, the Committee and the public will have little to go on in his testimony or argument. He gives the amounts received by the Company. He says that on the "6th February, the Company raised the rate to three cents," whereas this was not done till the 17th, and as we shall see his money statements are wilder than his dates.

The Williamsburgh Ferry Company was organized with a capital of $150,000, which was increased to $200,000, and never was increased to $300,000, as Mr. Kalbfleisch states, nor was it ever more than $200,000.

It is untrue, as Mr Kalbfleisch states, that three Directors received each $6,000 a year salary for three years, or that any Director received any salary or compensation during the first three years of the Company's running, except $500 a year paid to one for extra duties as accountant and bookkeeper.

The statement of Mr. Kalbfleisch that $150,000 of capital was paid back within three years, so that the capital was doubled, is untrue in toto. No such sum, nor any sum was paid back within three years, nor afterward, nor was the capital doubled or increased, nor had the Company at the end of three years paid its original debts contracted for establishing the ferry, and putting it in running order.

The statement of Mr. Kalbfleisch that during the five years succeeding they averaged 149 per cent per annum profits on the original capital is untrue. During the first three years the Company neither earned nor paid any dividend, and during their entire lease they never averaged nor paid ten per cent dividends on the capital.

The statement of Mr. Kalbfleisch that during the last year, running at one cent, they divided 60 per cent on their original capital, is absurdly untrue. They neither earned nor divided one cent, and the Company in fact ran the ferries that year at a loss.

The statement of Mr. Kalbfleisch that the old Company had 26 000 to 30,000 foot passengers (after the commencement of the opposition ferry) is not only untrue, but sounds to any citizen of Williamsburgh simply ridiculous. It is not probable that the entire crossing of the ferries ever averaged 25,000 per day on all the ferries, and at the time referred to the old Company did not carry an average number of 10,000.

The statement of Mr. Kalbfleisch, that "the running expenses, including the rent, would not exceed $300 per day," is untrue.

The running expenses (exclusive of accidents, wear and tear of boats, bridges, ships, &c.) were never less than $550 per day, and any one conversant with these ferries knows that the depreciation and repair account is enormous. Single accidents have frequently occurred costing the Company $3 000, $3,500, $4,000, and similar sums. The ice damage in one Winter exceeded $4 000 per month. The sinking of piers, the destruction of racks, fenders, piles, bulkheads, and bridges, the thousand methods of sinking money in ferry business, Mr. Kalbfleisch is either ignorant of or wilfully ignores. The Peck-slip ferry is the most difficult and expensive ferry in the world. It runs up and down instead of across the river, is subject to varying currents of the tide, which all daily crossers appreciate; more collisions are to be apprehended, more difficulty in getting into and out of slips, and more wear and tear of boats, than on any other ferry.

Mr. Kalbfleisch's statement that there are three Companies consolidated, is as loose as all his other facts. There never were but two Companies to consolidate. The Williamsburgh Ferry Company ceased, by expiration of its charter, last Spring.

The statement of Mr. Kalbfleisch that the first day the fare was put up to three cents the Company received $1,800, is as erroneous as his date of that event. They received on that day only about $200 in total from passengers and for tickets, a large portion of which sum was for tickets sold by the quantity, to be used in future, and which the Company would be obliged to work out, and another large portion was in tickets sold previously.

The statement of Mr. Kalbfleisch that the Grand-st. and Division-av. Ferry yield an annual profit of 33 per cent, sounds as if he had made the estimate. If so, Mr. Kalbfleisch has done what the Company never have done, and his means of information are manifestly supernatural. The Division-av. Ferry has never paid expenses. This the Company have estimated from time to time. They established the ferry as a public accommodation, to be supported by the other ferries; and it has been so supported entirely. The gross receipts of the Grand-st. Ferry from Feb. 16 to Feb. 29—14 days—were only $1,300 in cash and tickets. The 33 per cent profits are purely in Mr. Kalbfleisch's imagination. They were never earned. And yet he gravely imposes these "figures" on the Committee of the Legislature!

It is scarcely credible that a man sustaining the position of Mr. Kalbfleisch could be induced to lay before a legislative Committee what he gravely calls a "proof by figures" of this kind, every solitary sentence in which contains a gross misstatement of fact.

The origin of the Williamsburgh Ferry Company is not forgotten by citizens of Williamsburg, however strong may be their complaints against its management. In 1848, the Company obtained their leases. The condition of the ferries at that time was, beyond description, low. The boats were small tubs—no other word could express their character. Property was at a stand still. No one cared to buy. South 9th-st., for example, had not in it sixteen houses; South 10th, Division-av., Bedford-av., and the neighboring streets existed only on maps.

It was a great responsibility and risk that men assumed in investing $150 000, and running in debt nearly as much more, for the establishment of a first-class ferry to this place. Capitalists laughed at the idea. The old Company openly and everywhere said that the boats of the new Company would be in the market for sale before the year ended. They even declared in the Courts and before the Board of Aldermen, after the boats were built and within a few days of May 1, 1849, that it was ridiculous to believe that such boats were built for a Williamsburgh Ferry, and that in fact they were built for a new Wall-st. Ferry, then to be established.

On the 1st of May, 1849, the public of Williamsburgh fully expressed their belief that the Company would fail within a year.

It is unnecessary to recite the speed with which the public forgot the old boats and old management, and began to demand more and more from the new. Long before the Company had ceased to lose money; while they were sinking thousands per month, such witnesses as Mr. Kalbfleisch and Mr. Strong began to tell of the enormous profits the Company were making.

The Company took these great risks, and sunk these large amounts of money with the expectation of making money in the future. If the public expect that they can find men to run the enormous risks which all ferry business implies, for a mere return of capital and 7 per cent interest, it will be found impossible. If one ferry-boat were to be sunk by a collision, when crossing with a morning or evening load of passengers, the loss and damage would sweep away more than the entire capital of the Company. This is not imagination. It is fresh in the recollection of thousands of citizens that the Onaiaska (Peck-slip ferry-boat), while crossing in the afternoon with a crowded load of passengers, was stove in by a collision. The pilot judiciously concealed from the passengers the fact that the boat was sinking, and by putting on all steam, ran her into the slip, discharged his load, backed her out into the stream, and she sunk near the foot of South 10th-st. This occurrence cost the Company $5,000 to $7,000, and had the boat sunk five minutes sooner, the damages would have been more than $150,000.

These risks must be assumed, and there must be a fair prospect of making money, to induce men to undertake the business of carrying thousands of passengers and millions of dollars worth of property across a crowded arm of the sea.

The rates of fare on the Peck-slip Ferry, now established at two cents per passage for any passenger buying tickets, makes it one of the cheapest lines of conveyance in the world. The resident in 9th, 10th, 14th, or 24th-st. in New-York, does not think 5 cents a high rate to pay for being carried the same distance.

Numberless examples of such rates of fare might be cited. But our purpose at present is answered by exposing the character of the evidence on which men go before Legislative Committees, and thus showing the danger of depending on open declarations, made in declamatory speeches, by partisans not under the solemnity of an oath, for political effect in Kings County. Whether these gentlemen, have by these statements, earned the reward from the voters of Kings County which they possibly expect, is respectfully submitted to all truth loving citizens.
Brooklyn, March 12, 1860. R. M. DEMILL.

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DUTY FOR THE DAY;
OR, AN APPEAL TO CHRISTIAN MEN IN RELATION THE PRESIDENTIAL CAMPAIGN. By
HENRY WARD BEECHER.
The Seventh Letter on
SUNDAY-SCHOOLS,
BY REV. STEPHEN H. TYNG, D. D.
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A NEW POEM,
Entitled THE SHADOW AND THE LIGHT.
BY JOHN G. WHITTIER.
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THE DEFENDANT FUNGUS.
Containing a truthful description of a certain municipal combination of Engine House and Temple of Justice in the north-east corner of the Park.
Reminiscences of Chief-Justice Oakley—The Defendant's Progress from Summons to Execution—Fungus on Commercial Law and the Judiciary.
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IT TELLS YOU What constitutes LIBEL and SLANDER, and the Law as to MARRIAGE DOWER, the WIFE'S RIGHT in PROPERTY, DIVORCE and ALIMONY.
IT TELLS YOU The Law for MECHANICS' LIENS in every State, and the NATURALIZATION LAWS of this country, and how to comply with the same.
IT TELLS YOU The Law concerning PENSIONS and how to obtain one, and the PRE-EMPTION LAWS to PUBLIC LANDS.
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