HOMES IN THE COUNTRY.

PERTH AMBOY.

It is seldom that a place having many natural advantages, and situated in the vicinity of a great metropolis, remains for a number of years without attracting industry and capital. Such has not been the case with Perth Amboy until recently. As early as 1680, Gov. Carteret, then Governor of the Province, made Amboy Point the subject of a special communication to Lady Carteret. The proprietaries, in their proposals for building a town at this point, said:

"Forasmuch as Ambo Point is a sweet, wholesome and delightful place, proper for trade by reason of its commodious situation upon a safe harbor; being likewise accommodated with a navigable river and fresh water, and hath by many persons of the greatest experience and best judgment been approved for the goodness of the air, soil and situation. We, the proprietors, propose, by the help of Almighty God, with all convenient speed, to build a convenient town for merchandise, trade, and fishery on Ambo Point."

This was written nearly two centuries ago, and even at that early day the locality was considered one of the best in New-York harbor. In 1683 the succeeding Governor wrote that:

"Upon our view and survey of Amboy Point we find it extraordinary well situate for a great town or city beyond expectation. * * * * * * * The Point is good lively land, ten, some places twenty feet above the water-mark. We are now building small houses. The stones lie exceeding well and good up the Raritan River, a tides passage, and oyster shells upon the Point to make lime withal, which will wonderfully accommodate us in building good houses cheap, warm for Winter, cool for Summer."

A year or so afterward Gov. Lawrie wrote to a friend, saying: "Where the town of Perth is now in building a ship of 300 tun may easily ride close to the Shoar, within a plank's length to the houses of the Town." The bank of the river is 20 foot, in some places 30, and in some 40 feet high; and yet hath many conveniences for landing goods. A gentleman who was appointed especially to make inquiries for the authorities said:

"Among all the towns that are settled here, there is none lyeth so convenient for trade as *new* Perth, for ships of great burden may come up close to the houses, and may come up at any time in the Winter. There came a ship of 300 tun in there this Winter in the hardest frost we had, and lay hard by the town, so near that she was tyed to a tree."

These quotations have been introduced to show the advantages which Perth Amboy possessed in the days of its early settlement, and of which it still can boast. Improvements continued to be made, and the town grew rapidly, until at last the Governor was directed to remove the offices of government from Elizabethtown to "Perth Towne," which became the capital of the province. The necessary steps were taken to make it a Port of Entry. In those days considerable rivalry was manifested between Perth Amboy and Elizabethtown, and it seems that eventually the latter place became the more important of the two, owing to its closer proximity to New-York. A stage line connected with the New-York boats for Philadelphia at each of these places, and much competition sprang up between the two companies. Passengers were from five to eight days on the journey, which was then considered a short time. About this period, John Meraseau's "flying machines" were advertized to carry travelers from Amboy to Philadelphia in 36 hours. These conveyances were only light wagons without springs, constructed to travel at what was then thought great speed.

These have no connection with the famous flying-machine which Dr. Andrews invented many years afterward. It had the huge cylinders made of silk, which were to be inflated when the time should arrive for the aerial journey to be undertaken. During the revolutionary war Perth Amboy was occupied by the British troops for a long time, until at last they were forced to retreat, leaving a large number of Tories at the mercy of the Loyalists. Among the ancient buildings yet standing are the old British Barracks, now owned by Dr. Sol. Andrews, the inventor of the flying-machine, and the mammoth buildings attached, in which the flying machine was built. The Brighton House, formerly occupied by the English Governor of the Province of New-Jersey, is now known as a Summer hotel or boarding-house. From the pleasant drive on the banks of the bay which overlook the southern portion of Staten Island, one may see an old stone-house among the evergreens, where the officers of the British King once offered to pardon those in arms, on condition that the Colonies should disband their armies and submit to the Crown. The proposal was rejected with scorn by our Commissioners—John Adams, Thomas Rutledge, and Benjamin Franklin.

Perth Amboy, is a port of entry, situated at the junction of the Raritan River with the Staten Island Sound, and at the head of Raritan Bay, twelve miles from Sandy Hook. The town is built on the point of land which, sloping back from the water gradually rises on every side to an elevation of about 70 feet. On the South, the Raritan River runs through a fine rolling country to New-Brunswick. The city has a population of about 3,500 inhabitants, five churches—Methodist, Episcopal, Baptist, Catholic, and Presbyterian—weekly newspaper, fire-brick, door-knob, sewer and drain pipe, and stone pump factory. Also a cork-cutting establishment said to be the largest in the world. Three ship loads of cork bark are now on the way from Spain and Portugal to this place. There are several public and private schools in the place, which are said to be well conducted. Miss M. Manning has lately opened a boarding and day school, which promises to meet the highest expectations. More improvements have been made during the past twelve months than for many years previous. An Episcopal Church has just been completed at a cost of $40,000. The inhabitants justly pride themselves on the beautiful cemetery which they have labored long to get. Streets and avenues are being laid out in all directions, and building lots surveyed and offered for sale. One great source of wealth in this section are the immense quantities of fire-clay—a fire-brick with which vessels are constantly loading for all parts of the country. The packing of oysters for shipment also requires a considerable tunnage, and several wealthy men of the large cities are investing in property contiguous to their extensive oyster-beds. The harbor is peculiarly well adapted for commercial purposes. It is safe, capacious, and easy of access from the ocean and from New-York by a channel in no part, not less than 21 feet in depth and without a rock. The harbor is never obstructed by ice even during the severest Winters. The following extract published in *The Perth Amboy Journal* of May 26th of 1869, will show what was thought of the facilities of the harbor at that time.

The bark Nimrod of Boston, burden 900 tuns, loading with coal for Aspinwall, now lies at the wharf of the Perth Amboy Coal Shipping Depot, in order to take in the balance of her cargo. She was partly loaded at Elizabethport, by the Delaware, Lackawanna and Western Coal Company; but being unable to take on board over 400 tuns, owing to the shallowness of the water, she has taken advantage of our harbor to complete her cargo—barges of the Company have been towed from Elizabethport with coal for this purpose. We have much pleasure in stating these facts, as it confirms our frequently reiterated assertions of the superiority of Perth Amboy as a coal shipping port over any other on our coast.

"Some five years since, the above Company purchased lands in this city with the avowed intention of making Perth Amboy the terminus of their coal road; but the influence of interested parties diverted this road from its natural outlet at Perth Amboy to Elizabethport, where the disadvantages to the shipper are notorious.

"With these facts so well known and the superior advantages of Perth Amboy so universally conceded, it is much to be regretted that the miners of the coal regions do not make some move whereby they might secure to themselves, first, the nearest route from the West to the Atlantic Ocean; second, a deep, commodious, and safe harbor; third, an uninterrupted Winter communication (free from ice) with the Southern and Eastern States; fourth, six miles nearer Sandy Hook than New-York, and depth of water sufficient for any vessel that can go to that city. All these desirable accommodations can be obtained by building 13 miles of railroad, of cheap construction and easy grade, from Bound Brook to Perth Amboy, (for which there is a charter.")

When this road was first projected, in 1856, it was claimed that the difference of freight between the shipment of coal from Bound Brook and Perth Amboy, would be over 25 cents per tun in favor of Perth Amboy, the distance being nine miles shorter than from Bound Brook to Elizabethport, with a down grade to the harbor.

Wise men in coal matters predict that this must eventually become one of the great coal entrepots of the seaboard, as it is more conveniently situated to the great coal-fields of Pennsylvania than any other. Already a mammoth railroad is projected to be built from the vicinity of Scranton to this point. Another important road has been chartered to run from Elizabethport to Perth Amboy, affording a short route from New-York via the New-Jersey Central.

There are several reasons why improvements have been so backward heretofore. Until recently the railroad facilities for communicating with New-York were limited, and the commutation was high. Towns located on the great thoroughfares are always seen by the traveler, while those lying off from these lines are only visited by those having business in them. Now there are two lines of railroads and two lines of steamboats running to and from the city. A charter has been obtained to build a bridge across the Raritan River which will connect the Camden and Amboy with the New-Jersey Railroad. Another charter has been granted to build a sea-shore road, leading from New York to Long Branch via Elizabeth Port and Perth Amboy, making the latter place a railroad center.

Perth Amboy offers many inducements as a place of residence. The soil is peculiarly adapted for growing fruits, flowers and vegetables, and the extreme heat of summer is always tempered by breezes fresh from the sea. The markets are good and well supplied. There are numerous groceries, dry goods stores and bakeries. More buildings have been erected during last year than for many previous. Several gentlemen from New York are putting up elegant houses on the handsome drives which have been graded. During the summer months, many young ladies of the place may be seen rowing their little boats up and down the harbor.

For beautiful scenery, few places can compare with Perth Amboy. To the north and east are the highlands of Staten Island crowned with trees and turreted villas. Further down, is a long sheet of water known as Princes Bay, while beyond is a foaming sea bounded by the Navesink highlands and the blue ocean dotted with ships from foreign lands. Southward is the Raritan and the city of South Amboy. One mile west of Perth Amboy, we come to a place where the angels mentioned by Swedenborg might long to dwell. It is Eagleswood. Many years ago a company of Friends, after seeking far and near for a spot on which to found an association, came here and purchased several hundred acres lying on a slope overlooking the river and much of the surrounding country. Large buildings were put up and walks and drives laid out running in all directions. For many years the place has been occupied by the Eagleswood Military Academy, which has recently been discontinued. It is now proposed to use the Academy building for hotel purposes, and make additional improvements on the grounds. There is a magnificent park, besides lawns and cottages. A more picturesque site is seldom seen. The atmosphere must be healthful, for, during the many years that the Military Academy was in operation, not a single death occurred among the pupils. Liquors and other abominations are not allowed on the premises. Several families reside here during all the year. The late Mrs. Kirkland lived in the house, now occupied by her daughters. Mr. Marcus Spring owns an elegant three-story cottage near the river, and much credit is due to him for the efforts he has made in advancing the cause of temperance, and inducing his neighbors to improve the town and educate their children.

The land is rolling just enough to have a fine effect, though occasionally there are glens leading down to the river. Timber grows abundantly, and one traveling through some of the forests could easily imagine himself among the woods of Lake Champlain. Land can be bought for from $300 to $1,000 an acre. Lots near the depot are worth from $40 to $500 each. The land is excellent and well situated. At present the time to New-York is 1½ hours. Distance to New-York via Staten Island Railroad, 20 miles. Six trains leave each way daily; fare 25 cents. Distance by New-Jersey Railroad 24 miles. Five daily trains leave each way; fare 20 cents. Yearly rates of commutation $80. Two boats leave every morning.

CO-OPERATION.

ONE OF THE INDUSTRIAL WANTS OF NEW-YORK.

To the Editor of The Tribune.

SIR: It cannot be too earnestly impressed upon the minds of the working classes of this city that the golden days of small labor for large wages have disappeared. More than ever is it now necessary for workingmen to study economy, and learn now to make the most of every cent they earn. America should understand this useful branch of knowledge better than any other nation. It was here that Franklin shed alike the luster of his theory and practice. It is here that rational and practical education is almost thrust upon every poor man's child. And yet it is manifest that in no other nation does the extravagance of the people assume such unreasonable proportions. Instead of building up homes, they live in public, they dine at the restaurant, they poison themselves at the grog-shop, they smoke, chew, paint, scent, dye—in short, they deprive themselves of every vestige of natural man and womanhood, and to pay for all this they are content to breathe the fetid atmosphere of overcrowded houses in the lowest streets of the city. These evils must be remedied, these extravagant follies checked. But how? and through what agency?

Why should not every workingman assure his life for one thousand dollars? If he be too poor, why should the thousand not be divided so as to cover the risk of every individual member of his family? If an office does not exist in New-York which would take these risks, what is to prevent the working classes forming such a one?

Retail assurance will pay as large a bonus as wholesale, and diffuse its blessings among hundreds instead of units. It is useless to talk about the impracticability of such a scheme. The British Prudential Insurance Company of London has issued its millionth policy of this class. It was started by workingmen. The British Government, seeing the importance of such a movement, now issue similar policies. From the loading of the tables to meet the increased outlay necessarily attendant upon such a class of business, the Company is made secure, and the actual profits made on the proprietary system, after setting aside ample funds to meet future liabilities, amounts to nearly 40 per cent. On the mutual principle, this 40 per cent would be devoted to the reduction of premiums, or the increase of the amount assured, by nearly one-half.

Again: Why should the people of this city allow middle men to run the price of coals to as high as $10 or $11 per tun, when it can be conclusively proved that the labor bestowed upon the hewing of them is not more than about $1 per tun, and allowing for cost of royalty, wear and tear of machinery, freight, and incidental expenses, $6 per tun leaves a splendid margin for profits? The Coal Kings know how to look after their own interests across the Atlantic, as well as here. They pay one shilling for the production of one tun of coal in Newcastle, send it 100 miles, and the people who purchase it have to pay from 20 to 24 shillings. Or why should bread and meat and fruits and vegetables fetch nearly double their actual value? Is it because the labor bestowed upon their production is so liberally rewarded? Let any practical man ask himself how many seven cent loaves one barrel of flour will yield, and compare the result with the selling price of that barrel of flour, when it is sold wholesale to the large dealer, if he wants to find out how useless profit-mongers step in to take an ill-deserved, because not honestly earned share of the workingman's produce. The real secret of economic living consists in this: that the consumer must place himself in the closest proximity to the producer; for the more hands the article produced passes through, the more will the consumer have to pay for that article.

From time to time efforts have been made by the working people of this city, through the medium of coöperation, to remedy these evils. Stimulated to the experiment by the glowing accounts which reached them from the old country, of the great benefits which had been conferred upon the working classes through the application of this principle, they started provision shops, but from a variety of causes all such efforts, up to this time, have proved abortive. Some have failed for want of capital, others for want of members, one for want of custom, all for want of proper and efficient management. I cannot believe that this inefficiency is the result of ignorance; I should rather attribute it to carelessness, or a disinclination perhaps to attend vigorously to all those details which are continually brought before the Committees. It is more than probable, also, that a tendency to speculate in the shares may have had something to do with these failures. The capital has fluctuated, the withdrawals have been too numerous; crippled in resources they have been induced to trade on credit, bills have fallen due when there was no possibility of meeting them, a composition has been entered into, or the institutions have passed into liquidation, and in more than one instance the lawyers have swallowed up all that remained of them. It is unnecessary to enter into particulars of each society, but I will cite the most recent case of failure. The Manhattan Coöperative Store, now defunct, failed first, because it made no effort to increase the number of its members; secondly, because it neglected to call up all its unpaid capital; thirdly, because it allowed its shareholders to withdraw their capital too hastily; fourthly, because it permitted its officers to transact business on their own responsibility, instead of upon the sanction and responsibility of the Committee; fifthly, because shareholders purchased their provisions from private dealers, instead of patronizing their own store; sixthly, because those who composed alike the membership and executive departments, were devoid of that enthusiasm, that devotion to the principle for its own sake, as a great ameliorative social measure, which is so necessary to all pioneers in an untried and novel movement. I ought to mention here that the law under which such institutions are legalized is defective in one important particular. It is so constructed that the liabilities of members cease when their capital is withdrawn. It should continue to the extent of the capital invested, for at least two years after such withdrawal. This would prevent a run upon the funds of the company in the event of any real or imaginary panic which might arise; for if those who compose the company know that the law holds them responsible to the extent of their share capital for two years, whether they belong to the company or not, instead of leaving it through some paltry annoyance, through some trifling difficulty, they will the more earnestly attend to its interests, with a view to the lessening of the evils already existing.

A law similar to this exists in England and has worked most admirably, the actual number of stores which have failed from all causes, is only three in 20, and it is principally due to the beneficial restrictions of this law that such a fortunate result has been attained. Several stores have been in difficulties generally through some violation of the rules, a panic has ensued, and a rush has been made for the withdrawal of capital, but the timely warning of the President, that they would but render their losses more certain by such an act, has made them pause, they have cooled down, faced the difficulties, mastered them, and are now in a prosperous position.

To whom must we look for increased efforts to supply this national want? To the men of capital, to the philanthropists, or to the working people themselves? Assuredly, to those who are most interested in its success, those who toil for their daily bread; they neither require, nor will they have patronage, but they do require instruction and encouragement. Let some gentleman of means who takes an interest in the advancement of social science convene a council meeting, and invite the representatives of the various trades unions, friendly societies, men of letters, and indeed all those who take an interest in whatever pertains to the public good, allow free speech, and encourage discussion, that this question may be thoroughly ventilated; obtain trustworthy information from foreign sources, from local committees, for the purpose of organizing public meetings to be held in every ward. I see no reason why the Republican Committees recently so active on behalf of another good cause should not take up this.

New-York, March 15, 1869. G.

IMPORTS.

To the Editor of The Tribune.

SIR: The goods imported at this port during the week ending March 13 amounted to $7,021,605 in gold, of which $3,636,604 worth were woven goods, and those imported during the week ending March 20 to $6,246,407 in gold, of which $2,619,046 worth were woven goods. Does one ever meet with reports in European journals of such imports of foreign manufactured goods at ports there, for instance, at the port of London? Well: are Americans less civilized, less industrious, less able to help themselves, as far as their wants of the products of skilled labor is concerned, than Europeans? It amounts to this, that the United States, while politically independent of Europe, are, in regard to their material interests, only colonies of Europe still. Can we Americans not make the same use of our American gold and silver that Europeans do? Are not those metals the money of the world, and is not money power? There are, of course, citizens of the United States who believe that their country ought to stand quite as prominent among the nations of the globe, in regard to industry and financial strength, as it does with respect to liberty and free institutions. But there are, at the same time, others who find it for their interest to assist, by their capital, foreign instead of home industry. Are the latter acting patriotically? Is not the development of the resources of this country mere talk, so long as American capital is invested rather for the benefit of foreign than of home industry. Does not industry rank before commerce? and is not the latter only a result, although a very direct one, of the former? Patriotism seems to be more on the side of those who, for the sake of promoting American wealth and education (of which industry is always the basis,) are advocating the increase and improvement of American industry, by keeping foreign manufactured goods and luxuries away from our people as much as possible, than on the side of those who, despising home labor, like the savage Aborigines, covet those goods and luxuries. Is America so much poorer than any other country, that it will not yield what her inhabitants need for their wants? It *is* able to yield everything that sensible citizens of a free country want and need, and plentifully too, with the exception only of a few articles of food, and certain drugs. Does not self-respect teach Americans, North and South, East and West, to curtail their imports of foreign manufactured goods and luxuries as fast and as much as possible? Ought not our industrial men to toil hard and energetically to become successful rivals to European manufacturers in this, their native country? Let them strive to be able to fill all our wants for manufactured goods and luxuries, and let Congress assist them by all the protective legislation they seek and need to that end. When the whole country fares well, New-York and Boston will not fare badly. I sincerely believe it to be the dictate of common sense that American capital—gold, silver, and bonds—ought to be invested for the increase and improvement of American industry instead of that of England, France, Germany, and other foreign countries.

Yours, AMERICAN CITIZEN.

New-York, March 20, 1869.

"ERIE."

To the Editor of The Tribune.

SIR: So much has been said and promised of the Erie Railway under the present administration that it may be well to call attention to one of the "new regulations." A modest notice displayed at the stations informs travelers that "on and after April 1 a discount of 50 per cent from the train tariff will be made to passengers purchasing tickets at the office of the Company," which sounds liberal. The practical interpretation, however, is not so pleasant. It had previously been the practice to charge an additional half cent per mile when fare was paid to the conductors. The writer a few days since, in haste to catch the train, neglected to procure a ticket at the office, and upon tendering his fare to the conductor, was surprised to find that under this new "regulation" he was subjected to precisely *double fare*—equivalent to six and seven thirteenths cents per mile for the distance traveled; and has since been revolving in his mind like a conundrum, without solution, the query, if he understands the English language, or whether the Erie Railway is a fraud. The way trains on this road are not notorious for punctuality, but probably as frequently pass stations before as after schedule time, and no doubt many beside the writer have been or will be, unless this "regulation" is rescinded, subjected to a similar little "deduction" of 50 per cent, which in Erie tautology seems to mean 93 per centum advance. We living along the line of the Erie have recently heard a good deal of checks upon conductors, &c., so this new regulation may be a "check." Can it be that the "new administration" have after all only adopted the idea which ever shone so brilliantly through the mist and obscurity surrounding the manipulation of its affairs by previous "administrations"—i. e., to make the public pay for the shortcomings of its officials? At all events, the Erie Railway seems to possess the attributes of an independent power; it declares war, levies taxes, and makes reprisals "on its own hook," and after many successful campaigns in Wall-st, seems now inclined to try as a diversion an occasional raid upon the rural districts. Yours, truly, M.

April 12, 1869.

LOCUST TREE CULTURE.

To the Editor of The Tribune.

SIR: Since the publication of the article on Locust Culture, Feb. 24, I have been in the receipt of letters from Maine to Colorado, asking more particulars in regard to it. The following would embody answers to most: Locust does decidedly *best* as a *forest* tree, trees standing alone being so branching as to be of but little use, while in forest they run 50 or 60 feet up, with a diameter of 7 to 9 inches. Will it stand the climate of Southern Maine? It will stand 25° below zero without a twig being injured. It starts late in the Spring and sheds its leaves early in the Autumn, so is prepared for early cold. Will the roots make ship knees? I have never known them to be used for that purpose. Cattle are very fond of the young growth, and should never be allowed in a plantation for at least three years. Sheep also eat them readily, but it would be out of their way the second year. Root cuttings would make as much growth in one year as seed in three, and be less trouble to care for, requiring less hoeing, &c., and I think planted in woods where desired to stand, mulched with leaves, would need no other care than to cut away the young growth of other wood, and they would do well. For the treeless plains of the West, one year in the nursery would probably be found the best. The seed of the yellow locust is hard to germinate, and cannot be obtained in this district to my knowledge; though the trees may hang full of bloom, very pretty and fragrant clusters of pure white pea-shaped flowers, they seldom set seed. In fencing it is used for posts only, being too expensive to split into rails. As to distance in planting, it would resolve itself something like this: Trees set four rods apart would be four times as long filling the ground as though set two rods; yet in time they would fill it and stand thick enough at five or six rods apart, but two or three rods is preferable. Locust is very hard cut across the grain, though it splits very free, and therefore is useful for treenails. It is of more rapid growth and more durable than any wood grown in the States.

N. HALLOCK.

Queens, Queens County, N. Y., March 31, 1869.

HOW TO RESUME.

To the Editor of The Tribune.

SIR: Editorial comments in yours of March 29, 1869, upon your subscriber's communication as to "How to resume," are very clear, shrewd, and to the point. When "gold shall cease to be needed," or an "object of eager desire," every one will prefer greenbacks for mere convenience sake, as well as for the avoiding risk of accidental loss.

At the counter of our bank (30 years ago) we frequently refused the specie part of deposits, especially where the parties were not regular customers. Almost every one preferred safety fund notes because they were "equal in value to specie, and more convenient to holders." Let the Treasury "call in the gold certificates," as you suggest, and specify that duties upon goods in bond shall be paid in greenbacks at the rate at which greenbacks shall be bought upon the date when bonded. Then let the Treasury give notice that it will buy greenbacks upon specified dates, at 125, 120, 115, 110, 105, and par, and *who* is going to hold the gold they now have on hand? I have kept some specie to look at occasionally, but should any such course be pursued by the Treasury, would I not sell it at once, and make the 30 per cent while I can, and not hold it for 15 per cent or par? The many who now have gold hoarded, in larger or smaller sums, would by selling "make it a drug in the market." No one would desire to pay premiums for that which was soon to be at par. This might not be so "speedily," but would it not be as "surely and without a shock" as any of the plans thus far proposed for resumption? Truly yours, AN OLD CASHIER.

THE PUBLIC SQUARES.

To the Editor of The Tribune.

SIR: Please allow a tax-payer to protest against the dirty and neglected condition of Madison Park and our other public inclosures. The Central Park is always the perfection of order and neatness, but the city parks are littered with the rubbish of the Autumn and Winter, while the keepers spend their days in idleness. It would cost nothing to put them in order. Only let the Commissioners see that the men who are paid for doing the work earn their wages. Yours,

New-York, April 7, 1869. A TAX-PAYER.

THE COURTS.

COURT NOTICE.

Mr. Justice Nelson will sit in the Circuit Court during the week commencing Monday, April 19, and no longer, to hear such motions as he has consented to hear. He will not hear any jury cases, or any appeals in Admiralty, at present, but will return in June to hear Admiralty appeals.

THE SPIRITUALIST PHOTOGRAPH SWINDLE.

EXAMINATION AT THE TOMBS.

Yesterday was the day set down by Justice Dowling for the examination in the case of Wm. H. Mumler, the photographer, of No. 630 Broadway, an account of whose arrest on a charge of fraud in producing and selling so-called spiritualist photographs has been given in THE TRIBUNE. The arrest has created a great deal of excitement in spiritualistic circles, and the examination room was crowded with spectators, among whom were witnesses for the defense from the cities of Albany, Boston, Buffalo, Poughkeepsie, and Waterville. Alfred E. Baker and Albert Day appeared as counsel for the defense. Justice Dowling announced that, as the case was one of considerable importance, and the complaint had come from an attaché of the Mayor's Office, Mayor Hall had signified his wish to be present, and conduct the case for the prosecution; but, unfortunately, Friday was a very busy day with him, and he therefore requested an adjournment. Ex-Judge Edmonds, a well-known spiritualist, stated that he appeared as a witness. He would say, however, that this arrest was a great hardship for his friend the prisoner. The counsel for the defense had prepared an argument, and would endeavor to show that great injustice had been done Mr. Mumler by the press of the city, in their accounts of his arrest. The magistrate finally consented to proceed with the examination. Counsel for the defense said that they proposed to show that no trick or fraud had been practiced in the production of these Spiritualist photographs; that in fact, they were produced by the ordinary method, and the appearance of the spirits was not subject to the control of the operator. The process had been carefully scrutinized by experts and scientific men on many occasions, and no fraud had been detected. By fair, open means, the likeness of a spirit had been produced on a glass or plate, beside the image of the sitter, and some of these spiritual likenesses had been identified by persons as those of relatives who had passed from this life. This has been the case oftentimes when no picture of the deceased person was in existence. It is now 12 or 14 years since the production of these spirit pictures was first commenced in Boston, and since that time the matter has been often investigated there, and in Buffalo, Waterville, Poughkeepsie and elsewhere, but no one had yet been able to prove that the process was a fraud. Various attempts had been made to imitate these pictures, and some photographers claim that they have produced *fac simile* but on comparing these with the spirit pictures there was a marked difference plainly visible to the eye of an expert. The accused does not know, nor does he pretend to know, by what power or process these spirit pictures are produced. He has on many occasions solicited and obtained the closest scrutiny of men more capable than he of understanding the process, and he is now, and at all times ready and willing to have his work watched in the most critical manner, and to that end he invites an investigation by a delegation of the most expert and experienced photographers in the city, and pledges himself to afford the fullest opportunity for such investigation. There are many intelligent men and women who, after a careful investigation, are firm believers that the pictures are really likenesses of the spirits of the departed, and that the taking of such pictures is a new era in photography, an art still in its infancy.

When the counsel for the defense closed the magistrate announced that he would adjourn the investigation until the 26th inst. One of the witnesses for the defense stated that he intended to sail for Texas on that day, and the adjournment was accordingly changed to Wednesday next.

THE UNION PACIFIC RAILROAD LITIGATION.

CONTINUATION OF THE EXAMINATION BEFORE THE RECEIVER.

Wm. M. Tweed, jr., Receiver, &c. agt. *Henry C. Crane and Corn Exchange Bank.*—The examination of Mr. Crane was resumed before the Referee, Mr. Redfield, yesterday morning, when Mr. H. C. Crane said in reply to Mr. Field that he had brought the Bank pass-book and the check-book. On reference to the latter he said this last deposit was made on the 9th April, the amount being $1,125. The last check was drawn April 7, to the amount of $84 01. The total amount of deposits since the 1st of January is $631,240 50, and the total amount of checks drawn $629,814 89.

Mr. Field—Were any of these checks drawn for account of the Union Pacific Railroad Company? Objected to, but objection overruled. Witness—No, Sir. Mr Field—Is there not a check for $2,500 paid since the service of the injunction with the consent of the plaintiff? Mr. Tracy raised an objection, which was, however, overruled, and the witness replied that Mr. Dunham testified so but that he had no knowledge thereof; he gave a check for $2,500 on the 3d of April, but not for the account of the Union Pacific Railroad Company. The margin of the check book were shown to Mr. Field, and afterwards read, giving the name of C. S. Bushell. Mr. Field—What was that check given for? Objection by Mr. Tracy, who characterized the case as a blackmailing. Decision having been given that the question was admissible, witness said: A. I gave it to Mr. C. T. Bushell, and charged him with it, but don't know anything about it of my own knowledge; Mr. Bushell is a director of the Company; the check was given to him in my office, in a corner partitioned off, and not connected with the Company; this corner partitioned off is in the office of the Union Pacific Railroad Company; I do not hire that corner from the Company; the checks I received as Assistant-Secretary, mentioned in my testimony yesterday, were not deposited to my account in the Corn Exchange Bank. Mr. Field—What did you do with them? Ruled out. To further questions witness continued: I have not deposited to my bank account any checks that I have received from the Union Pacific Railroad Company; I have deposited to my account the following amounts received by me as Assistant Treasurer: On April 2, 1859, $15,000; on the 3d, $25,000; on the 6th, $25,000, and on the 7th, $25,000, making altogether $90,000; those amounts were not my private money, but were put in my private bank account.

Mr. Field—Did you, on the 27th of February last, draw $4,000,000 from the Fourth National Bank, the money of the Union Pacific Railroad Company? Objected to and ruled out as irrelevant, unless traced to the Corn Exchange Bank. Mr. Field then put other questions with this view, to which the witness said: I have named all the money that I have received as Assistant Treasurer in the Corn Exchange Bank; no money that I received from the Fourth National Bank on the 27th of February was deposited to my private account in the Corn Exchange Bank. In accordance with the request of Mr. Field, witness's check book, containing entries made since the 1st of January, was produced. Referring to it, witness said the amount of the first entry is on the 2d of January, when $6,758 53 were deposited by me, and I ruled three checks amounting to $753 48; the money deposited came from my own private sources; the margin read as follows: Interest, $4,855 50, $1,113 87, Exchange J. M. Dodge, $383 23; H. C. Crane, $50 23 and $125; J. M. Dodge is the Chief Engineer of the Company; he gave me his check for $383 23, and I gave him mine for the same amount; as attorney I draw checks on the Corn Exchange Bank, besides on that of my own. Mr. Field—As attorney for whom? A. As attorney for Thomas C. Durant; I suppose the check and bank pass-book are in Mr. Durant's safe; I had them in my possession this morning. Mr. Field—Have you deposited money to the credit of that account to-day? Mr. Tracy having raised an objection to this question, the Referee pronounced it admissible, at the same time expressing his opinion that Mr. Crane was a most unwilling witness; he should, therefore, give an extended latitude to the examination. A. No; I had made such a deposit yesterday, to the amount of $15,000; that money did not come from the Union Pacific Railroad Company; I know where it did come from; I do not consider that I have the sole control of that account; Mr. Durant draws checks upon it when he sees fit; I don't know whether he has done so since last January, but think not; I do not receive directly from Mr. Durant the money deposited to that account; I get it from many sources. Mr. Field—Among those sources does the Pacific Railroad make one? A. I do not know how to answer that; if the Union Pacific Railroad has paid or lent Mr. Durant any money, or if I have lent them any money, and they have held it, it may have gone into that account. Mr. Field—Does the bank keep a bank account of its own? A. I know they did up to the time they were enjoined; I do not know where the money of the Company has been kept since then; neither do I know whether it has had or received any money since then; I don't know that any payments have been made since. Mr. Field—Have no obligations been matured since then? A. Yes. Q. How have they been met? A. They have been paid by the contractors of the loan.

Adjourned till 1 o'clock on Thursday.

THE CHRISTY ESTATE.

Brecks agt. *Smith.*—This suit, to determine in effect where the Christy estate has gone, and whether the counsel, Charles K. Smith, kept more of it than he was entitled to was continued yesterday. Mr. Nicoll, who took the acknowledgements of the various deeds and releases passed at the time of the proving of the E. Byron Christy will, was put on the stand, and testified to the execution of the papers and the acknowledgment of them by the various parties. He stated that at the time of the acknowledgment of the papers by Mrs. Breck she was sitting near Mr. B. J. Blankman and Mr. E. J. Bankman. On cross-examination he testified that he went to Mrs. Christy's house for her acknowledgements; he got there about 8 p. m., and found there Mrs. Johnson (now Mrs. Casey, who was a witness on the stand); he had several papers with him, and finding Mrs. Christy could neither read nor write, read them to her and Mrs. Johnson, and Mr. Casey aided him in explaining the papers to Mrs. Christy; she signed several, but objected to signing two papers till she could get them explained by her lawyer. These two papers were, he thought, deeds; Mr. Nicoll, Mr. Casey, and Mrs. Johnson left the house a little after 11 o'clock, and the two latter walked with him toward Fifth-ave., where he left him and went to his own house in Forty-third-st.; as he left them he told them if Mrs. Christy decided not to sign the papers to let him know; at 2 a. m., he received a note signed T. B. Johnson, telling him Mrs. Christy would sign the deeds; he called in the morning, and they were acknowledged.

Mr. Kepler Smith, the defendant, was then placed on the stand. He testified that he had, in the first place, made a verbal agreement with the Christys to take one-fourth of the estate in payment of his services, but being in feeble health, and the case being very difficult, he had desired to withdraw, and Mrs. Christy and E. Byron Christy had then begged him to remain in charge, and had offered him three-eighths of the estate; this agreement had been reduced to writing; to secure him his share Mrs. Christy made a mortgage for $20,000 to him, and a mortgage for $15,000 was made to Mr. Blankman; subsequently Mrs. Christy had executed the Jones mortgage to him to further secure him for his liability to Judge Jones; this mortgage he had proposed to assign to Judge Jones, and the matter lingered on in discussion between them till Mr. Haskin put in a claim to it; Mr. Smith said that at this time he was in very feeble health, and that Mr. Haskin came to his house and abused him, calling him a scoundrel, and threatening with his cane to break his skull; he (witness) fainted; Mr. Haskin did not break his head. Mr. Haskin then served an injunction on him; the delivery of the mortgage was thus delayed; Mr. Haskin filed two or three *lis pendens* after this, and witness had to pay him $1,500 to sell the property; witness denied that he had ever been Mrs. Breck's counsel, or had ever had any of the conversations ascribed by her to him; in fact, the Breck will, making his deeds and mortgages void, was entirely against his interests; Mr. Blankman told him one day that he had found the papers in a suit of Harriett E. Christy against him, to set aside the $15,000 mortgage, and asked if matters could not be settled; he had expressed a willingness to do so, and in answer to a question of Mr. Blankman's as to what Mrs. Breck ought to have, he (witness) had suggested $5,000. They had then gone into some informal figuring, and he, Smith, put the Grand-st. houses at $45,000, and the matter was arranged substantially as afterwards fixed. The Long Island property was conveyed away in settlement of claims against the estate. He had nothing to do with the personality of the estate; that went into the hands of a collector. The Court adjourned to Monday next.

ALLEGED BOUNTY FRAUDS.

Mr. F. B. Swift, Government Claim Agent, at No. 234 Broadway, who was charged before Commissioner Osborn with defrauding Patrick Gleeson and John Muldoon, has established his innocence and been discharged. On being discharged, he made the following statement: "My name has appeared in some of the journals of yesterday and this morning, under the head of Bounty Frauds, in connection with statements which are entirely false. The facts briefly are, that Patrick Gleeson left his claim with a Washington firm for collection. I received his check, after two months labor, and charged him only $2 50 for my services. John Muldoon left his claim with me, and received $65, and ten months after settling with him he demanded more money, as he was in greatly distressed circumstances. I offered to give him $5 more, which he refused, demanding $25, when, as the Commissioner has ruled, he was only entitled to the amount offered, and there was no criminal intent on my part. As to any other charges against me, they are as utterly groundless as these."

CIVIL.

Fay agt. *Blatchford.*—The argument in this case, which commenced at 10 o'clock on Monday with the reading of papers, is drawing to a close, Mr. Comstock, the last speaker, having commenced his speech, and promising to conclude on Saturday at 1 p. m.

The United States agt. *Thomas Fox.*—The defendant is charged with conspiring with a woman calling herself Ellen Reynolds in personating other persons for the purpose of procuring bounty money and back pay due a deceased soldier named John Reynolds. It appeared from the testimony that the money in question was obtained by Walter S. Griffith and W. H. Macomber, two Brooklyn claim agents; that it was due to Mary Reynolds, the widow of John, who had been informed by the Second Auditor of the Treasury, that it had been paid to Griffith & Macomber, in the name of Ellen Reynolds, who represented herself as the mother of John, and who swore that John left no widow, and that Fox had told the widow and others that he had received the money and would not give it up. The defendant, who was arrested by Deputy-Marshals McCoy and Thompson on Thursday night and brought before the Commissioner on Friday morning, was held in $1,000 bail for an examination.

CRIMINAL.

At the Tombs Police Court yesterday Justice Dowling committed a colored man named John Williams for having on Thursday night forcibly entered the stable of John L. Williams, at No. 29 Vandam-st., and stolen a set of harness....Alfred Ling, a noted hotel thief, was committed by Justice Dowling yesterday for having on Thursday night attempted to steal from Robert C. Grant, with whom he occupied a room in Earle's Hotel, a wallet containing $274....Edward I. Anderson, the lawyer who was on Thursday committed for having, it is alleged, attempted to swindle Mrs. Teresa Hymen out of $50, the particulars of which were given in THE TRIBUNE of yesterday, was brought up for examination. He waived an examination, and was held to bail to await a trial....Peter Williams was committed for having broken into the premises No. 13 Second-ave., occupied by Frank Wahll, and stolen $25 worth of dress patterns. The stolen property was found in his possession.

At the Jefferson Market Police Court yesterday, before Justice Dodge, Mr. F. S. Dates preferred a charge of forgery against a fashionably-attired man who gave the name of Charles Wilson. It appeared that the prisoner called at the store of Messrs. Frost & Davenport, yesterday, where the complainant is employed as salesman, and presented an envelope in which was inclosed an order, purporting to have been drawn by H. M. Graves, for a quantity of goods amounting to $75. Pinned to the order was a check on the New-York Shoe and Leather Bank, drawn to the order of Frost & Davenport by