WYOMING.

To the Editor of The Tribune.

SIR: While on a visit to the East a few days since I attended the initial meeting of the National Bureau of Migration, in New-York City. Several gentlemen from the South, while speaking in behalf of their localities, made some statements with reference to the far West to which I cannot fully assent, and I will take this opportunity to give, through your journal, an authentic exhibit of the resources and attractions of this far Western country, its topography, its mineral, pastoral, and agricultural wealth.

Wyoming Territory—organized by act of Congress July 25, 1868—lies between the 27th and 34th meridians of longitude west from Washington, and the 41st and 45th degrees of north latitude, and covers an area of 97,880 square miles, or upward of 62,500,000 of acres. It has Nebraska and Dakota on the east, Colorado and Utah on the south, Utah and Idaho on the west, and Montana on the north. The south-eastern part of the Territory is watered by the North Fork of the Platte River and its tributaries, among which are the Laramie and Sweetwater Rivers. The north-eastern section is drained by the Cheyenne River, flowing east into the Missouri. In the south-west, we have the Green River and its numerous affluents, and in the north-west the Big Horn, Powder, and Yellowstone Rivers, flowing north. The general altitude of the plains and valleys of Wyoming is from 3,000 to 7,000 feet. The altitude of Pine Bluffs, at the eastern boundary, is 5,026 feet; Cheyenne, the capital of the Territory, 6,040 feet; Laramie City, 7,123 feet.

CLIMATE.

The air here is so light and pure, so charged with oxygen, as to be most agreeable to all persons coming here from the Northern and Eastern States. Even consumptives, if not too far gone, find speedy relief here, as the increased action of the lungs renders the latter more healthy, and soon restores them to full working capacity. We have but little snow here, compared with the amount that falls in the States along this latitude. Snow does not interfere with the grazing of our cattle and sheep throughout the Winter. We have very little extremely cold weather; nor does the thermometer go higher than 90° Fahrenheit during the hottest days in August. The evenings and mornings are always cool and exhilarating. The only disagreeable feature of our climate is the frequency of strong winds in the Fall and Winter. These winds, however, do no harm to man or beast, nor do they, as in the States, accompany heavy storms; on the contrary, they soon give place to delightful sunshine and to warm and pleasant weather.

MINERALS.

The minerals found in Wyoming are principally gold, copper, iron, paint ore, and coal. Gold is mined at present in the Sweetwater country, near South Pass and Atlantic City. It is also found on the north-east and west side of Medicine-Bow Mountain. Copper and paint ore are produced in Carbon County, near Rawlins Springs. Iron ore is found in large deposits all over the Territory. The celebrated Iron Mountain, near Cheyenne, presents the ore in the condition of magnetic iron-stone. Its color is black, it has a metallic luster when broken, influences the magnetic needle, and is far superior in quality to most of the iron ores found in the States. This mountain rises over 2,000 feet above the valley, is about a mile long, and several hundred feet wide, being one solid mass of iron-stone, free from rock or earth of any kind. Our Territory has coal in abundance; we find it in all sections, and it has been ascertained that our coal deposits cover an area of 30,000 square miles, thus surpassing even Pennsylvania in extent. Our coal emits a good degree of heat, leaves scarcely any ash, and in quality is equal to the bituminous coals found elsewhere. Silver has not yet been discovered in our Territory. It will undoubtedly be found to exist in the limestone formations in different localities. A number of "prospecting" parties propose to investigate the matter next Summer, and I am confident that the result will prove Wyoming as rich in silver ores as the neighboring Territory of Utah, where many silver mines have been discovered during the past year.

TIMBER.

The traveler crossing the continent on the railroad often obtains the idea that our Territory has no timber of any amount; that the mountains are covered with a few pines only. There is no greater error. We have many millions of acres of pine, cedar, fir, spruce, and hemlock, and all our timber can be easily floated down our numerous streams to the railroad. Our forests are inexhaustible for many generations, and must become a source of wealth to our people and to the Union Pacific Railroad.

GRAZING AND STOCK-RAISING.

Our advantages and facilities for stock-raising are unrivaled, and have only to be extensively advertised, to be largely improved. The short, nutricious grass of our plains and hillsides, will make our territory one of the most desirable stock-growing regions of the continent. Cattle feed and fatten upon it, both Winter and Summer, without other fodder or shelter. Sheep also feed the entire year upon the grass of the plains, and like the cattle require no shelter, except what is furnished by the bluffs or canons. The high rolling character of the country and the dry climate are extremely favorable to sheep-raising and wool-growing. The Union Pacific Railroad has placed us within easy reach of eastern markets, and cattle buyers, having become acquainted with the fine quality of our beef and mutton, come to us daily to buy our surplus stock, and we are thus saved the trouble of shipping stock to eastern cities at our own risk. Stock-raising is at present the most profitable business to engage in; while the necessary expenses connected with it are small, the returns are sure, and the herdsman can rely on a clear profit of 75 per cent annually on his investment. Is there another branch of business in any of the walks of life that can make so good an exhibit?

RAILROADS.

We have nearly 500 miles of railway in our territory, and there are two other railroad projects pending, which will add 700 miles to the same. The Union Pacific Railway crosses Wyoming near its southern boundary line, and has 480 miles of track within its limits. This road is first-class in all respects, and in many particulars is far superior to the roads east of Chicago. The people of this Territory are under lasting obligations to those who first conceived the practicability of this railway, and afterward risked an enormous amount of capital in building it. The Denver Pacific Railroad connects Cheyenne with Greeley and Denver, in Colorado. At the latter place it forms a junction with the Kansas Pacific Railway. This road was completed about a year since, and has greatly benefited the people of Wyoming. The Cheyenne, Iron Mountain, and Montana Railroad Company, and the Green River and Yellowstone Railroad Company, have lately been organized. The names indicate the points at which these roads will commence and end, and the two enterprises are in the hands of the most influential men of the West. They will open to the settler the most valuable portion of our territory, that would otherwise remain a wilderness for many generations. With a reasonable land grant from Congress, these roads would soon be built, and prove of immense value to Wyoming and Montana.

AGRICULTURE.

The soil of our plains and valleys is well adapted to the raising of wheat, oats, and barley, also potatoes, cabbage, turnips, beets, and onions. Deep plowing and irrigation are necessary. Under proper cultivation, a farm can be made more productive in this region than one of the same size in the East. The farmer feels sure of a good crop every year, being free from excessive rains and burning droughts. Irrigation is not an expensive and laborious operation as supposed by Eastern farmers. All the work connected with it should not cost more than $1 an acre. The absolute certainty of the result and the enormously increased product make irrigation most profitable.

CITIES AND TOWNS.

Cheyenne is the political capital of Wyoming; it has about 2,500 inhabitants. We have here a number of good business houses, a national bank, six churches, three newspapers, a lodge of Good Templars, a Board of Trade, and a Colonization Society. The city is growing rapidly, and is destined, on account of its location at the base of the Rocky Mountains and the resources in its vicinity, to become the great railroad center west of Chicago. Laramie City, on the Laramie River, is a beautiful mountain town, 50 miles from Cheyenne, and has 2,000 inhabitants. Only three years old, this town is far in advance, in everything that makes a thriving and prosperous community, of all the towns in this Territory. They have four fine churches, a public graded school, an academy for the higher studies, a public lyceum, a daily newspaper, and a banking house. To the visitor this city appears more like one of the quiet, but thrifty and enterprising towns of New-England than any other place he sees in this section of the country. Along the line of the railroad we find the towns of Wyoming, Carbon, Rawlins, Bryan, and Carter, principally built up by the mining interests. The town of Evanston is located near the great coal mines of the Rocky Mountain Coal Company, and derives its importance from these mines. Here the best coal of the West is found. Utah, Nevada, and California draw their supplies of fuel from the mines at Evanston. South Pass, Hamilton, and Atlantic Cities are inland towns, located at a distance of 25 miles from the railroad, near the celebrated Sweetwater Gold Mines. The growth and future importance of these places depend in some measure upon the development of these mines. The red men are at present disposed to be peaceable. Their reservations being at a distance of several hundred miles from the settlements, they do not come in contact with the whites. The military force in the Territory is fully adequate to the task of keeping the Indians within bounds. Of this the red men have had several opportunities to convince themselves. The buffalo is found in large herds in the northern portion of Wyoming. Elk, deer and antelopes are also quite numerous. The latter are often seen by the traveler in passing over our Territory. Our markets furnish us with venison of all kinds at a very small price. Of fur animals, we have the beaver, otter, and mink. They are a source of considerable profit to the trapper and hunter. In closing this hasty sketch, which I fear will take up more space in your journal than I intended it should, I would call upon all those interested in colonization movements to come to us and see for themselves before deciding about the locality for their colonies. We can convince every fair-minded and unprejudiced person of the superior inducements our Territory offers to the man of moderate means. Any additional information referring to the above subject will be cheerfully furnished, on application, by H. GLAFCKE,

Secretary of Wyoming Territory.

Cheyenne, Wyoming Ter., April 27, 1871.

THE CUSTOM-HOUSE.

Robert Etheridge has been appointed Chief Clerk of the Naval Office, *vice* R. C. Anthony, resigned. Mr. Etheridge is from Herkimer County, and has been a bank cashier for a number of years. The only other appointment made at the instance of Naval-Officer Laflin is that of H. K. Murray (a son-in-law of Daniel S. Dickinson) and formerly a Deputy Collector) as Refund Clerk, *vice* Henry Merrill, deceased. Both the Naval Officer and Appraiser say that they shall make no changes except on the ground of the requirements of the public service.

The subject of uniforming the Inspectors in the Collector's department is much discussed in and about the Custom-House. The manner of the Inspectors are stated to be altogether in favor of the adoption of a uniform. Some, however, threaten to quit the service, if required to wear a uniform. It is probable that the uniform will consist of a navy cap, with frock-coat of blue cloth.

A reexamination of the cargo of 14,000 bags of pepper, concerning which there has been so much controversy, on the ground of alleged excessive damage allowances by Appraiser Palmer, was ordered some days ago; but the business has been delayed on account of the necessary absence of Appraiser Darling from his post. It will now proceed without delay.

LETTERS FROM THE PEOPLE.

A CONDUCTOR OF THE RIGHT KIND.

To the Editor of The Tribune.

SIR: Last evening a citizen standing on the front platform of a Broadway and Seventh-ave. car observed the conductor take the iron hook from the driver and pass outside to the rear platform. In answer to his inquiry the driver said: "Last evening there were three pickpockets in the cars. The attention of the conductor was called to them. He summoned me, and we compelled them to leave the car. They left with the threat that they would 'fix us.' The conductor means to be ready for them." This conductor deserves mention.

New-York, May 3, 1871. CITIZEN.

EXPERIENCES ON THE STREET CARS.

To the Editor of The Tribune.

SIR: You say in your article "How to reform Conductors," that a letter "ought to answer every purpose in effecting a reform on a railroad." I know it does not. Some two or three weeks since a woman, a stranger to the city, was carried by mistake to the Astor House end of the Seventh-ave. Railroad. She meant to have got out at Broome-st., and she appealed to me. I told her to stay in the car until it returned, and the conductor would put her off there. For this advice the conductor treated me to an address brim full of the energy and eloquence of his race. I wrote a note to the President of the road, but no effect was produced by it. On the same line, not long ago, a big Irishman put his foot in an indecent manner between a colored woman's legs. I spoke to him about his conduct. He turned upon me, and in going out of the car attempted to strike me. I was on my guard, warded off the blow, and accelerated his movements by a kick in the rear. The conductor did not interfere. This was in the evening. Recently, about 10 at night, the car crowded, five men rushed through the front door of the car to the rear door, where I was standing, and one of them pressed hard against me. I moved away from him, and found that he had unbuttoned by outer and inner coat while pressing against me. They got out after riding a short distance. I said to the conductor, "Those men were pickpockets, were they not?" He answered, "Yes, all of them."

Now for a remedy, as I look upon everything in the way of protection to life and property, when needed in this city, given up, I propose to those who ride regularly in the different lines of cars to form a protective association, organize, and lay down rules for action, so as to punish summarily these violations of law and order. I am in for one. GEO. W. BLUNT.

New-York, May 4, 1871.

NUMBERS AT NEW-YORK FOUNDLING ASYLUM.

To the Editor of The Tribune.

SIR: You have our heartfelt thanks for your kind notice of the wants of our institution in this morning's paper. There is a typographical mistake in giving the number of infants received up to April 25. It should be *nineteen* hundred and sixty (1,960) instead of 960.

Respectfully, SISTERS OF CHARITY.

New-York Foundling Asylum, No. 3 Washington-square, north side, May 4, 1871.

PARTY HARMONY—PARTY PROSCRIPTION.

To the Editor of The Tribune.

SIR: Some time since, when there were rival Republican organizations in our City, the young men of the party residing in the Ninth Ward, some of whom belonged to one wing of the party and some to the other, formed a semi-social, semi-political Club under the name of the "LINCOLN UNION," which was intended to be and is a sort of common rendezvous for the young Republicans of the Ward, who did not desire to meddle in party differences. Some ten or a dozen of its members hold places in the Federal Departments. Last week, word was sent to these young men that they must withdraw from this Club, or lose their places. Is this the new method of creating party harmony or the old one of proscription? NINTH WARDER.

AN UNSCRIPTURAL CORRECTION.

To The Editor of The Tribune.]

SIR: This extract appeared in *The Newark Advertiser* of May 3:

> A very aged couple, Reuben Mason and his wife, after living together 65 years in Morrisville, Vt., died suddenly a few days since—she at 11 in the morning, and he only ten minutes later. The Shepherd-King's elegy upon Saul and Jonathan will well apply here: "They were lovely and pleasant in their lives, and in their death they were not divided."
>
> We credit the above to the unscriptural TRIBUNE. Saul was the father of Jonathan, if our memory serves us, and the relations between the two were not altogether lovely, as Jonathan seceded and intrigued at court in behalf of the rebel David.

Your staid cotemporary has forgotten his lesson or not read his Bible carefully, and in undertaking to correct THE TRIBUNE, should be sure his "memory serves him" better. If the writer will refer to 2d Samuel, 1st chapter, and 23d verse, he will find THE TRIBUNE exactly correct. It will refresh him to read the whole chapter.

New-York, May 4, 1871. Yours, C. H.

ANOTHER GENTLEMAN UNWILLING TO BE COUNTED AMONG THE "MEN OF PROGRESS."

To the Editor of The Tribune.

SIR: I have just seen copies of your paper containing severe strictures upon the publishers of "Sketches of Men of Progress," with reflections on those who have permitted their portraits and personal sketches to appear therein. If the book is out I have not seen it, and cannot therefore say whether I am on the list of Fame or not. I presume I am, from the fact that I was solicited for the use of a steel plate, which I had engraved for another purpose, and upon fair representations of the character of the book, and wholly unconnected with any intimation whatever that anybody expected a consideration from me, I permitted the plate to leave my hands. I never saw Mr. Greer nor any of his accredited agents, and never received a line from him or them. The person who solicited my portrait and volunteered to prepare a short sketch to accompany it is a friend of mine, and a creditable business man of New-York.

After permitting the plate to go out of my hands, I saw the stricture in THE TRIBUNE, first speaking of the questionable proceedings of the publisher. I immediately sent for the plate, and ordered my sketch *under any circumstances* to be omitted. I was told that it was too late, and was assured that everything was straight as between myself and the publisher. A copy of the incomplete edition was sent me that I might see the respectable character of the subjects, and there it has rested.

I would not now attempt this personal explanation were my name Henry W. Longfellow, Gulusha A. Grow, George W. Childs, or William Cullen Bryant, but it is not; and as I am sure the public will not conclude that my name was necessary to *float* the book, and may therefore conclude that I am one of the *progressive* men, willing to pay handsomely for cheap notoriety, I have deemed it best to say what I have. There was no intimation made to me by anybody or in any way that the publisher expected any kind of remuneration or pledge from the persons whose portraits and "sketches" appeared in his book. Truly yours, S. S. PACKARD.

Chicago, May 1, 1871.

PLACES TAKEN AT PUBLIC ENTERTAINMENTS.

To the Editor of The Tribune.

SIR: A noticeably disagreeable feature of our social life and manners, in places of public resort, is the practice of reserving seats, not by proper application and prepayment at the box-office, but by friends who go on ahead for the purpose. At the Union League a few nights ago, when the little theater was packed to suffocation, and the aisles thronged with an eddying, buzzing mass of disconsolate and querulous late-comers, a determined young gentleman sat, statue-like, at the end of a row of seats—*not* reserved by the management—defending them with various superposed and typical objects, as hat, gloves and the like, against all claimants. Wave after wave of despairing humanity swept by him, dire were the glances of unspoken wrath and disgust which broke unheeded on his head, chairs were brought in and planted in all sorts of impossible places, sighing young ladies packed their silken falleis into Liliputian corners, gouty old gentlemen pranced in alternating misery on antiphonic corns in the corridors, but there the little gentleman sat, undaunted and unashamed, amid the war of elements, the wreck of matter, and the crush of—skirts. At 8 o'clock, finding his mythical friends non-apparent, he coolly beckoned in another party of acquaintance who had settled in the rear, and sank back in his chair with a sigh of relief and conscious rectitude.

Now, it takes few words to show the injustice, absurdity, and vulgar impertinence of all this. In our driving country, time means money. Whoso gives an hour, aye, or ten minutes of his time to secure a seat at a place of public entertainment, has in all fair intendment given "value received" for the privilege. He has in all human probability sacrificed his dinner, his bargain, his nap, his book, or his article—some one of the thousand petty interests or pleasures of social life—to insure this convenience. "Consideration," as the lawyers would say, "has passed." That any one person should claim, by the sacrifice of what to him is perhaps useless, to save this payment of time and convenience for one or more friend, especially as against others who have honestly made the same sacrifice, is a proof of that queer social subservience, that mingling of good-nature, modesty, and pusillanimity, which is so painfully evident in the bearing of our more refined classes *vis a vis*, their more pushing and unsusceptible neighbors. The cry of discourteesy against the later, but still timely comer, who under such circumstances claims a seat from scornful belle or indignant dandy, to the derangement of an expected gossip or flirtation, is utterly out of place. The discourtesy is all on the part of the person whose ill-bred selfishness and lack of common sense have induced him to set up so groundless a claim. It were to be devoutly wished that a few hundred resolute people would mortify their own shrinking modesty and dare the public blame by persistently taking such seats whenever and wherever found for a whole season through. Such vicarious heroism, doubtless, would bring the present pains. The innovators might be bullied in society, blackballed at clubs and tabooed at sociable or matinée. But sooner or later the evident reason of their action would penetrate even the dense stupidity of social convention; and their names would live in the mouths of a regenerate and sensible posterity with those of all great reformers. Better still, it might be, to carry out the inconsistency to its bitter end and logical conclusion. Instead of demanding that the social "squatter" alluded to, should be of accepted social rank, his unpleasant office might be made a branch of menial duty, and freed at the same time from limitation of space or time. Thus the early comer, at rehearsal, matinée, or concert, might find the hall dotted with a handful of ribboned ladies'-maids or resplendent "tigers" mounting guard over say a half-dozen slips or settees each, labeled "Mr. Augustus Gunnibag's friends" or "Miss Nellie Croesus' sociable." Thereupon, like sensible people they would have nothing to do but lay their hands on their mouths, bow in silence, and withdraw. Such a patent *reductio ad absurdum* might be more effective than the most elaborate argument, and the evil by its own ridiculous excess, as in so many similar cases might work its own cure.—Yours, &c., C. C.

New-York, May 4, 1871.

THE DOCKS AND PIERS.

PRESIDENT AGNEW OF THE DOCK DEPARTMENT RE-ELECTED — $1,000,000 ASKED FOR—MR. TWEED'S PIER—THE PEST-BOAT.

The Dock Commissioners reëlected John T. Agnew President yesterday for a second term. President Agnew announced as Executive Committee, Commissioners Wilson G. Hunt, William Wood, Henry A. Smith, and Richard M. Henry; and as Auditing Committee, Commissioners Wood, Hunt, and Henry. Permission was given to the New-York and Washington Transportation Company to build an office upon Pier No. 13, N. R.; and also to David Babcock to erect a bulkhead at the foot of Seventy-fourth-st., E. R.; Superintendent Westervelt was ordered to rebuild Pier No. 6, E. R., which the Police Commissioners complained was in a bad condition, and to repair Pier No. 23, E. R., occupied by Lorillard & Co. The petition of Russell Sturges asking that the slip between Piers Nos. 12 and 13, N. R., be dredged, was granted, and the Secretary was directed to advertise for proposals for the work. The Hoboken Ferry Company received permission to repair the piers at the foot of Christopher and Barclay-sts. In relation to the petition of Williams & Guion, agents of the Liverpool and Western Transportation Company, lessees of Pier No. 46, N. R., asking for more room, the Secretary was ordered to inform Williams & Guion that, by the plans of the Department for a new system of docks, a pier 500 feet in length and 80 in width will be built in place of Pier No. 46. The Hartford and New-York Transportation Company was commanded not to store any more coal upon Pier No. 24, E. R., than was needful for daily use, nor in any other manner to interfere with the transportation of passengers by the New-York and Harlem Navigation Company. Commissioner Wood submitted the following resolution:

Resolved, That the Secretary be directed to prepare a communication to the Commissioners of the Sinking Fund, to be signed by all the members of the Board, requesting that the Controller be directed to issue Dock Bonds of the City of New-York to the amount of $1,000,000 for the uses and purposes of the Board of Docks; the interest on said bonds to be six per cent, payable semi-annually, and principal and interest to be paid in United States gold coin.

Commissioner Wood said that the Department had expended during the past year in repairing and rebuilding docks $500,000 only, one-sixth of the amount the law allowed. The Commissioners of the Sinking Fund having approved of the plans for the improvement of the water front, it was now necessary that the Department should have money for the construction of the new piers and for the purchase, perhaps, of land. In relation to the six per cent interest, if the bonds could be negotiated at that rate, he thought it should be done. It was true that the year before they had negotiated bonds at seven per cent, payable in currency, but he considered that six per cent was enough. Specie payments would be resumed in less than 10 years, and then the amount they might lose by being compelled to pay specie for the payment of interest, they would soon regain by the rate of interest being one per cent less, the bonds having 30 years to run.

Commissioner Henry said that he was opposed to the mention of the rate of interest in the resolution. By the law constituting the Department, the Sinking Fund Commissioners were made the sole judges of what the rate should be. Commissioner Hunt thought there should be no dictating to the Sinking Fund Commissioners, and moved that the phrases of the resolution beginning with the words "the interest" be stricken out. President Agnew remarked that he didn't see what harm there could be in suggesting to the Sinking Fund Commissioners what the Dock Department deemed the most economical rate of interest for their bonds. The amendment of Commissioner Hunt was then carried, Commissioners Henry, Smith, and Hunt voting in the affirmative and Commissioner Wood in the negative. The original resolution was then passed unanimously.

A communication from Commissioner William M. Tweed of the Department of Public Works was read, requesting that the pier at the foot of Twenty-third-st., East River, be set aside for the exclusive use of the Department of Public Works. Commissioner Wood said that, as far as it could be, the pier was already exclusively used by the Department of Public Works. It was covered from one end to the other with iron pipes, and a large heap of earth almost entirely obstructed all entrance to it. The pier was one of the most expensive that the Dock Department had constructed, having cost $18,000, and was too valuable to be used in such a manner. At the time of its erection the business men of that section of the city had thanked the Department for providing so convenient a landing place. He didn't wonder that they had now sent in a long petition asking that the Department of Public Works be provided with some other pier. He thought a new pier would better be erected at the foot of Twenty-fourth-st. for the Department of Public Works, and in the meanwhile they could store their material on the bulkhead. He moved that Commissioner Agnew be elected a Committee of One to wait upon Mr. Tweed and represent to him the circumstances of the case. Commissioner Henry opposed the motion, arguing that there was no use in calling upon Mr. Tweed, as he showed plainly enough what he wanted by his letter. The motion of Commissioner Wood was then passed.

A communication was read from Dr. Moreau Morris of the Bureau of Sanitary Inspection, protesting against the removal of the hospital-boat of the Health Department, for small-pox patients, from the foot of Twenty-eighth-st., E. R. In reference to the complaints of the inhabitants of the neighborhood, he would reply that after many removals, a pier had been selected for the pest-boat to land at where there was the least chance of contagion. The boat had been very carefully constructed, and no communication with the patients was allowed except by the doctor and nurses in attendance. The employes of the boat were quarantined thereon day and night, except the pilot and steward, who were allowed to leave in the night only. A policeman was also detained on the pier, who prevented persons from approaching the boat.

On motion, the possession of the pier was confirmed to the Health Department.

A communication was read from Controller Connolly, asking that the Department give a complete list of the bulkheads and piers at present owned by the Mayor and Commonalty of the City of New-York. The Secretary of the Board was ordered to make out a list. Supt. Westervelt reported that at the present time the Department workmen, 215 in number, were engaged in repairing and rebuilding 10 piers.

A request from the Board of Health that the Department dredge the slips between Thirty-eighth and Forty-first-sts., N. R., matter having collected detrimental to the health of the inhabitants of the surrounding district, was granted and the necessary orders given. The Board then went into Executive session.

FIRES IN APRIL.

Fire Marshal McSpedon presented the following report for April, yesterday, to the Board of Police:

There were 103 fires during the month, involving a loss of $100,505, of which $31,509 was uninsured. Twenty-eight were caused by carelessness in the use of lights, &c.; 3 by children playing with fire; 4 by defective flues and chimneys; 5 by fireworks; 5 by gaslights igniting goods, etc.; 13 by kerosene lamp explosions, 3 by kerosene lamp upsetting, 2 by kerosene lamp breaking, 11 by overheating stoves and furnaces, 3 by incendiaries, 3 by malicious mischief, 3 by spontaneous combustion, 2 were of unknown origin and the remainder originated from a variety of accidental causes. The number of fires in which the loss was less than $100 was 75; between $100 and $1,000, 16; between $1,000 and $5,000, 12; between $10,000 and $20,000, 1; between $20,000 and $50,000, 2.

Loss on buildings	$40,455	Fires in April, 1870	54
Loss on stock	60,050	Loss in April, 1870	$210,055
Total	$100,505	Insurance in April, 1870	619,654
Insurance on buildings	194,450	Fires in April, 1871	103
Insurance on stock	479,550	Loss in April, 1871	$100,505
Total	$673,000	Insurance in April, 1871	673,000
Uninsured loss on buildings	11,400	Average loss by fire in April, 1870	3,890 04
Uninsured loss on stock	20,109	Average loss by fire in April, 1871	976 69
Total	$31,509		

APRIL 2.—Geo. Roe was arrested for maliciously setting fire to his residence in No. 84 Oak-st., while under the influence of liquor. The charge of arson not having been sustained, he was discharged.

APRIL 10.—Samuel Blumberger and Mrs. Goldstein of No. 71 Henry-st. were arrested on suspicion of having set fire to their residence. It appeared at the examination that the fire was caused by some one throwing a stone through the window, breaking a kerosene lamp; they were honorably discharged.

APRIL 16.—Geo. W. Navy was arrested on suspicion of having set fire to the premises No. 28 Cliff-st., occupied by Pengman & Wright as a wholesale cutlery store, the fire being without doubt the work of an incendiary. The evidence exonerates Mr. Navy from all guilt, and he was accordingly honorably discharged. The case is still under investigation.

APRIL 21.—John H. Lewiles of No. 220 Canal-st. was arrested and discharged for want of evidence.

APRIL 25.—John E. Conrad of No. 154 Third-ave. was arrested and honorably discharged.

APRIL 27.—Morris Bagatchi of No. 44 Thompson-st. was arrested. Case still under investigation.

FIRST-CLASS PIANOS ON EASY TERMS.

The well established and energetic New-York and Chicago house of J. Bauer & Co. have introduced a method of supplying the public with first-class pianos that is sure to find general favor, as it meets a long felt want. They are now offering grand and square instruments of the most superior manufacture on the liberal plan of sale by installments, and also to rent at remarkably low figures. This is the only house that places *new* pianos on hire. Another highly commendable feature of their praiseworthy mode is that the rent may be applied to the purchase of the instrument if desired. [Season.

Clergymen, it must be admitted, sometimes have a delicate service thrust upon them at funerals. Whatever may have been the life of the deceased, they are expected to express a fervent belief that he has gone to Heaven and to happiness, although nine out of ten of the company believe nothing of the kind. At the funeral of a sporting man the other day in Williamsburgh, the Rev. Mr. Johnson spoke very severely of the character of the dead, and was interrupted by one of the family, so that a rather scandalous scene ensued. Society shows a good deal of inconsistency in this matter. Believing in future rewards and punishments, it ignores the latter except as a matter of theory; for human sympathy is stronger in the presence of bereavement than any creed. It is not felt to be in good taste either to denounce those whose lips can speak no word of defense. Under such circumstances, it is better, perhaps, for clergymen to content themselves with the usual formulas of consolation, without going too closely into details.

HOME NEWS.

THE WEATHER.

New-York.	Hour.	Ther.	Bar.	Wind.		Hour.	Ther.	Bar.	Wind.
May 4...	7	50°	30.07	N. E.	May 4...	6	50°	30.05	N. E.
	12	51°	30.06	N. E.		9	49°	29.99	N. E.
	3	52°	30.06	N. E.		11	48°	29.96	N. E.

REMARKS.—May 4, 1870—Thermometer at 7 a. m., 59°; 3 p. m., 81°; 11 p. m., 68°.

PROMINENT ARRIVALS.

Westminster Hotel—Señor Ignacio Mariscal, the Mexican Minister, and family. ═ Astor House—The Hon. George M. Robeson, Secretary of the Navy; ex-Postmaster-General Randall, Elmira; the Hon. R. H. Duell, M. C., Cortland, N. Y., and George S. Edmunds, Washington. ═ Clarendon Hotel—Col. M. Freyré, the Peruvian Minister. ═ Grand Central Hotel—The Hon. W. E. Chandler, Washington. ═ Fifth Avenue Hotel—Col. Thomas A. Scott, President of the Union Pacific Railroad Co.; the Hon. Dewitt C. Littlejohn of Oswego, and John Duff of Boston. ═ Hoffman House—Lieut.-Commander Dickens, U. S. Navy. ═ St. Nicholas Hotel—Gov. Walker of Virginia, Judge G. W. Woodward of Philadelphia, R. R. Bridgers of North Carolina, J. Baldwin Hay, U. S. Consul at Jerusalem, and Judge H. H. Marshall of Richmond, Va. ═ Brevoort House—Lord Walsingham of England.

DEPARTURE.

Gen. Butler left the city last evening for his home in Massachusetts.

NEW-YORK CITY.

The contributions toward the Roman Catholic Cathedral amount to $140,600.

The Blossom Club tourists of this city reached San Francisco Wednesday night in good health and spirits.

The Hon. Israel S. Diehl, ex-United States Consul to Java, was married last evening to Mrs. Anna S. Randall of Oswego.

The proprietors of the Everett House have attached the tin-lined lead pipes to their beer pumps, in place of the common lead pipe.

The water was left running Wednesday night in Wm. Hall & Son's music store, on Broadway, and music worth $2,000 was ruined.

Three hundred and eighty dollars and fifty cents, contributed by natives of Strasbourg now residing in this vicinity, has been sent to that city in aid of suffering families.

Mary Parke, age only 13, was found by a policeman Wednesday evening, stretched on the sidewalk in Eighth-ave., insensible from drink. She was sent yesterday to the House of the Good Shepherd.

Five hundred dollars worth of sewing-silk was stolen about 4 a. m. yesterday, from the sewing-machine depot at Broadway and Twenty-sixth-st. A bright light was burning in the store at the time but the police saw nothing of the burglars.

The Troy Press alleges that the indictment against William Foster for the murder of Avery D. Putnam is defective. It holds that "premeditated design" is not specifically charged, and therefore that the indictment is merely for manslaughter, and not for murder.

A collision took place yesterday about 9 a. m. between car No. 67, on the Fourth-ave. Horse Railroad, and a two-horse wagon, at the corner of Fourth-ave. and Fourteenth-st. Some glass was broken, and the horses were thrown down and lamed. This corner is one of the most dangerous in the city.

A large collection of oil and water color paintings, owned by George Harvey, was sold last evening at the Somerville Art Gallery. Owing to the severe storm, the attendance was small, and several of the finest pictures were withdrawn from the sale. "The Horse Fair," by Woverman, brought $107, the highest price paid.

The Commissioner of Indian Affairs made the following awards of contracts for subsistence supplies yesterday:

James Graham & Co., Philadelphia, 426,100 lbs. coffee; Belcher Sugar Refinery, St. Louis, 761,500 lbs. sugar; Dehan & Tait, Philadelphia, 112,802 lbs. tobacco; Colgate & Co., New-York, 104,025 lbs. soap; J. & N. Martin, Cheyenne, Wyoming, 1,216,270 lbs. flour for the Red Cloud Agency, Cheyenne, Wyoming.

A man giving the name of John Boshardt, and representing himself to live at No. 714 East Twelfth-st., called at the Coroner's office, late yesterday afternoon, and made anxious inquiry concerning the woman signing herself Kate Harrington, who committed suicide in the Stevens House on Monday night last. Boshardt said that his wife had been absent from her home a week, and that on Tuesday her mother had received a letter, in which she said she intended to commit suicide. The letter written by the deceased woman was shown to him, but he failed to recognize the handwriting, remarking that it was much too delicate to be his wife's. Boshardt was accompanied by his wife's mother, to whom a description was given of the features of the suicide, which she appeared to think was a true one of her daughter's face. They were directed to the Morgue, but had not returned at the time the Coroner's office was closed.]

BROOKLYN.

The Homeopathic Dispensary treated 548 patients last month, and dispensed 1,079 prescriptions.

The Fifth Brigade N. G., S. N. Y. is to be reviewed at the Prospect Park Parade Ground, May 22.

An application on the part of the Middle Village and North Second-st. Railroad Company for an injunction to prohibit the building of a track on Metropolitan-ave., by the Grand-st. and Newtown Railroad Company, was argued before Judge Pratt yesterday, and decision reserved.

LONG ISLAND.

JAMAICA.—The citizens desire a commission for draining the streets....The South Side Railroad Company has purchased property to straighten the line of their road. The Trustees of the village object to any alteration, on the ground that the Company refuse to enter into stipulations....The Rev. Mr. Miller, assistant rector of Holy Trinity, Brooklyn, has been called to the pastorate of Grace Church.

SMITHTOWN.—Thirty-five thousand dollars stock has been subscribed toward the Port Jefferson and Smithtown Railroad. The town will be bonded for $50,000 more, making $85,000 of available funds to build 16 miles of road. The contract with Oliver Charlick provides that he is to build the road, and for additional funds sell bonds indorsed by the Long Island Railroad, payable in 20 years. The Long Island Railroad leases the road 20 years and pays a per centage of the receipts.

MINEOLA.—A large force is employed under the direction of the Queens County Agricultural Society in improving the Fair Grounds. A meeting of the directors will be held to-morrow, when correspondence with Mr. Stewart relative to the removal of the grounds will be made public.

LITTLE NECK.—The report that B. W. Powell, Pastor of the M. E. Church, had locked up the parsonage, and would not allow the furniture to be used until his salary was paid, is without foundation.

FLUSHING.—The Board of Town Auditors has called upon the Drainage Commission to report to the Board, as required by law....Crows are unusually plentiful on Long Island this Spring.

WESTCHESTER COUNTY.

WESTCHESTER.—Several cases of smallpox are reported.

EASTCHESTER.—Considerable progress has been made during the past month in the construction of the new Boulevards. Yonkers and Midland-aves. will be opened to public travel in a fortnight. At one point an embankment 22 feet high has been made for the roadway.

MOSHOLU.—Effort is making to complete the new Temperance Hall for the Quarterly Convention of the county temperance societies, May 10.

NEW-JERSEY.

JERSEY CITY.—A car load of silk worm cocoons, worth $500,000, passed over the New-Jersey Railroad yesterday shipped from California to England.... The wife of a saloon-keeper named Larches committed suicide yesterday by drinking beer containing arsenic. ....A New-York runner, Hugh McDermott, was arrested yesterday for robbing an immigrant of his baggage check....A Newark-ave. rum shop sells "Inimitical Bourbon," whatever that may be....The complication that arose between the Baltimore and Ohio and the New-Jersey Railroad Companies last January, whereby the latter corporation refused to sell tickets over the former line been amicably settled....Seven hundred and eight cars, containing 313,232 bushels of grain, and 9,688 cars loaded with 20,541 tuns of miscellaneous freight arrived by the Erie Railway during the 10 days ending May 1. The shipments westward amounted to 2,102 cars, containing 18,616 tuns. The Company is constructing four palace coaches, which will soon be placed on the road....Fifty-five of the employes of the McKay Locomotive Works, who have quit work because their wages were withheld, made a demonstration yesterday in the office of Justice McNally, whom they have retained to collect their claims. An officer was on the point of leaving to attach the property, when a lawyer appeared with an injunction to stay the proceedings. The case lies over until Saturday....George Hoffman was sentenced, yesterday, in the Hudson County Court, to the County Penitentiary for four years for stealing $300 from the residence of Christian Sauerman...The Mayor urges the opening of streets southward to the New-Jersey Railroad.

HOBOKEN.—Heavy rains, with imperfect sewerage, have inundated the lower sections of the city. The meadows and the horse railroad tracks at the end of Grove-st. are submerged.

BELLEVILLE.—Capt. Hervey states that the Coolies do not work as rapidly as girls, and that he pays them less in amount but as much relatively as he does the latter. He has increased his force of Chinamen to 100. All the girls who left at the time of the introduction of the Coolies have returned.

PATERSON.—At the special election Wednesday, 2,656 votes were cast against the purchase of the Passaic Water Works, and 634 votes in favor of the project. The total vote was 2,285 less than the number polled at the last charter election....The ex-Chief of Police still attempts to manage affairs at Police Headquarters, but no one pays any attention to him....The new Controller has applied for the books of his office, and the present incumbent has refused to give them up this week....The new Superintendent of streets is proceeding with his duties, but has been obliged to purchase tools to replace those withheld by his predecess