LETTERS FROM THE PEOPLE.

STEAMBOAT INSPECTION A FARCE.

OPINIONS OF A FORMER MANAGER OF THE STATEN ISLAND FERRIES—AN INTERESTING LETTER.

To the Editor of The Tribune.

SIR: As a native and life-long resident of Staten Island, and a traveler on the ferry for 50 years, having crossed the Bay over 25,000 times, I propose to answer the question you put in your issue of the 4th inst., viz.: Do steamboat inspectors do their duty? I was connected with the Staten Island ferries for many years, but am not now in any way interested therein, except for the safety of myself, friends, and the public in general. My experience leads me to answer your question negatively. Steamboat inspectors did not, during my time, nor do they now, do their whole duty. This they will all have to affirm, if the *proper questions* are put to them, and that has not been done during the present investigation of the Westfield disaster.

Now, I propose to tell how inefficiently it was done during the ten years I was manager of both the North and South Shore Ferries to Staten Island. The late and calamity, occurring only two weeks after a regular inspection, leads me to believe there still exists the same inefficiency in this all-important matter—important not only to the traveling public, but to the owners of steamers and ferry-boats, whose interest is to have no accidents occur, either to their passengers or their property. An inspector (one of a set of men appointed to do this important work well and thoroughly) used to come down when the boats were in the slip at New-York, with firemen, boilers filled with water and steam up, walk around the boilers and look into the furnaces. A certificate was then given as to the steam to be carried, based more upon the *age* of the boiler than from any positive examination of its condition. Now, I ask, is this a fair and honest way to inspect boilers, on the strength of which so many lives depend? The certifying that all is right where it is not only tends to a misplaced confidence, and to relieve others from the proper care and responsibility. The inspectors fix the steam pressure allowed, adjust the Government safety valve to the blow-off point, and lock and seal it; but when a boiler is blown to atoms just after their supervision they tell us the "Government safety valve" is not trustworthy, with equal force we can say, neither are the Inspector's certificates to be trusted, for they deceive the public as well as the owners of boats who depend upon their examination.

All practical and observing men who have anything to do with steamboats, regard the present mode of testing boilers as a delusion and a humbug, ending only in securing for a few dollars an ornamental certificate not worth the paper it is printed on. No careful manager of steamboats relies on the Government inspection only. He instructs his boiler-maker or mender to carefully examine and test by *blows with a hammer* every part of a boiler where he expects to find the least indication of wear or weakness. Let me illustrate the superiority of the hammer test over the pressure test, so much relied upon by the inspecting servants. It requires many hundred pounds of steady pressure to force a nail down to its head in a stick of timber; a few blows with a hammer will drive it home. No man can break a sound egg by a fair pressure with his hands at the ends; but a slight blow with a lead pencil will rupture the shell. So much for the difference between the "pressure" and the "blow" test.

To show still further the fallibility of the pressure test, I will quote from the experience of Mr. J. L. Parry, Local Inspector of Steamboats for Philadelphia, whom I met as he was officially inspecting the wreck of the Westfield. He said he was called upon to inspect the boiler of a steamer chartered by the Government to convey powder to the South during the war. He applied 80 pounds hydraulic pressure to it. The steamer made two voyages safely, when the boiler was taken out to be replaced by a new one. It was then found that the iron was only one-eighth of an inch thick, and yet it stood a hydraulic pressure of 80 pounds. He related this fact to another engineer, who said he had put 40 pounds pressure on a boiler which was shortly afterward taken out. On hoisting it broke in two from its weight. I asked why the hammer test, which Mr. Parry admitted was a severe one, is not used instead of pressure. He answered, that boats could seldom be examined when free from fire and water, as they must be, when that test is applied. I afterward met Mr. Lightbiah, an ex-inspector of boilers, who also admitted the superiority of the blow test over that of pressure. My opinion is still further influenced by the correspondent, Mr. C. Dittmars, a practical boiler-maker, who tells Mr. Matthews that he might easily have detected the crack in the sheet of the boiler had he sounded it properly with a hammer. Now, it will be asked, why not employ the blow test if it is so much superior? The reason is plain enough. It is neither easy, nice, nor clean work to go inside the boiler furnaces, ashpits, back connections, and large flues to apply the hammer, and the inspectors of course prefer the present more agreeable way of doing their work, as I suppose it answers the requirements of the law. Therefore I think that, to obtain that thorough and searching examination which is necessary to secure the public from a repetition of the Westfield disaster, it is necessary, *First*: That all boilers should be tested by *hammering* as well as *pressure*. *Second*: That steamboat owners should be obliged to lay the boats up, free from fire and water, long enough to give ample opportunity for this test. *Third*: That the inspectors should be men having a practical knowledge of boilers and boiler-making. J. C. THOMPSON.

New-York, Aug. 8, 1871.

AN EXCESS RATHER THAN A DEFICIENCY OF WATER IN BOILERS CAUSES EXPLOSIONS—RECOMMENDATIONS OF AN EXPERT.

To the Editor of The Tribune.

SIR: In justice to the men whose reputation and liberty are placed in jeopardy by the explosion of the Westfield's boiler, I must, as the law now stands, entirely exonerate them from all responsibility. The boiler inspector tested the boiler under a higher hydraulic pressure than that for which he gave his certificate; the engineer (properly enough, the engine-driver) was directed to see that he had plenty of water in the boiler. That he had altogether too much, was in his judgment additional security. The owners of the boat complied with the law, which the certificate proves, and have done nothing more or less than all other owners of steamers and ferry-boats are doing daily.

The late T. W. Williams, the celebrated engineer of Liverpool, makes the following statement: "The risk of explosion is greatly increased by the increase of water in the boiler, every cubic foot of which, beyond what is absolutely necessary for the generation of steam being an additional source of danger when there is any sudden liberation of the steam which it contains into the reduced space above it. Looking, then, to the fact of the existence of steam in the bottles of the water under the influence of the greater density of that medium, and its sudden liberation, the inference is that the danger is increased when the boiler is full of water, rather than when there is a deficiency. Many proofs of this might here be given. Explosions rarely take place in marine boilers, mainly because the water-space is comparatively so much smaller than that appropriated to the steam, as adopted in land boilers."

About four years ago I had occasion to examine the boiler of the Westfield. It was of the class called "return-flue boilers," an ill-designed, badly-constructed, wretched-looking affair. I judged the boiler to weigh something like 40 tons. Finding the water covering the fourth course, I calculated the boiler to contain 22 tons of water up to this mark, but for all I could ascertain the water may have been several inches or feet higher in the boiler, and consequently it might have contained several tons more. In this enormous storage of compressed steam in so large an amount of water, and in the reduction of the steam space proper, lies the whole danger. If the compressed steam, by a sudden opening of the safety-valve or engine valves, is instantaneously relieved from its imprisonment, it ascends into the steam space above, carrying the water before it, and thereby effectually scaling up the valve orifices for the moment, causing a rupture of the boiler in its weakest place, until the increased pressure is relieved, or an explosion, if the relief be not faster than the accumulated pressure. In boilers constructed of the same capacity as that of the Westfield, only seven tons of water are used, the steam-space having double the capacity of the water-space. In the Westfield's boiler, as it was constructed and handled, the steam-space was probably not 1-5 of the capacity of the water-space. In my opinion, it is perfectly unnecessary to go further into the investigation of the Westfield disaster, as the law now stands. I should think it is quite immaterial whether the boiler could have sustained 25, 27, or 30 pounds pressure. Such margins are of no account. If the boiler has been nearly full of water (which is certain, as both the engine-driver and the fireman testified that they found four cocks of solid water), the boiler would certainly have exploded, even if it had been able to sustain 37 or 40 pounds pressure in ordinary use, provided that the requirement for an explosion was fulfilled, namely, the sudden opening of a valve at the moment, when a maximum of compressed steam was stored up in the excessively large amount of water.

It is high time that the Legislature should make Westfield catastrophes, and, indeed, all boiler explosions, whether on land or sea, impossible. With 10,000 boilers under our sidewalks and in basements in New-York and Brooklyn, and 1,000 harbor boilers, we are, as matters now stand, running a fearful risk. Let this be remedied at once, before another Westfield hurls us, our families, and friends into eternity, without a moment's warning.

Let the following requirements be enforced: 1. Every boiler to have double steam space in proportion to its water space. 2. A float to be inserted in each boiler to admit feed water to a certain height in the boiler from a water reservoir under pressure. 3. Three safety valves of different capacity to be applied to each boiler, one being a lock-valve, inspected and stamped before use. 4. All boilers to be tested in the boiler shop to double the working pressure, by filling the boiler with water, and applying fire. 5. All boilers to be tested every six months in the same manner. 6. All boilers in cities or harbors to be double riveted. 7. Drift pins or calking irons not to be used in boiler construction under penalty of condemning the boiler, when finished. 8. All steam-gauges to be incorrigible siphons, inspected and stamped before use. 9. Every boiler-plate and all iron used in the construction of a boiler to be inspected and stamped by an inspector before the boiler is put together. 10. Engine-drivers to be examined and licensed by a Board of Experts and Engineers. HENRY GERNER.

New-York, Aug. 12 Warren-st., Aug. 8, 1871.

LET PRISONS RECEIVE ALL ROBBERS.

To the Editor of The Tribune.

SIR: I have been a constant reader of your paper for upward of 25 years, and have read with much interest your views on the gigantic and barefaced robberies of the money of the city tax-payers by a few conspirators and their abettors, whose enormous offense is rendered the more heinous by the fact that, in addition to malversation and stealing on the highest scale, they have added to their guilt breach of trust and deception of the most flagrant kind. The imitation of the punishment of the rascals to a mere pecuniary restitution, in whole or in part, falls far below what justice, morality, the duties we owe to ourselves and children, and many other considerations, unite in calling for. Nothing short of long terms of imprisonment in the State Prison, *in addition to full and complete restitution*, after a fair and impartial trial and conviction, will meet the needs of the case, and any punishment less than this would, in my opinion, be simply the offering of a premium to the next brood of schemers and rascals. My purpose in thus expressing my views on this point, is to enlist the attention of some of the gentlemen who will be present at the meeting soon to be held. I hold that every property-holder in New-York can better afford *to take a stand now* and pay $5, than to continue to pay every three or six months 50 cents or $1 for pretended street openings, sewers, etc. I know something of the things whereof I speak, having been robbed without any effectual power of redress, of more than $10,000 within a few years in New-York City in excessive assessments which, in most cases, in no wise benefited my property.

Flushing, L. I., Aug. 8, 1871. C. D.

SOMETHING CLEAR.

To the Editor of The Tribune.

SIR: I have looked for a clear and precise statement of the increase of our city and county debt from the journal which has denounced with so much vigorous wrath the corruptions of the Tammany Ring, but I never was able to find it until you published that table this morning. *The Times* may have had the same thing in another form, but I could not find it. I do not wish to undervalue the services of that paper, but your comparison of figures is more eloquent than any invective, and, in common with all good citizens, I thank you for it. W. V. S.

New-York, Aug. 8, 1871.

WHY NOT A LIBEL SUIT?

To the Editor of The Tribune.

SIR: It is a great pity your proposal that Messrs. Hall and Connolly should sue *The Times* for libel was not adopted. It would have served many good purposes. It would have led to a thorough judicial examination of the charges of corruption, and of the character of our rulers. If these charges had been sustained (as I suppose they would have been) *The Times* would have been amply recompensed for the cost and annoyance of the suit by increase of its business and its influence. If they had not been sustained, a lesson would have been taught the newspaper profession, which seems to me badly needed. The carelessness with which infamous charges are brought against public men is one of the most alarming symptoms of our social degeneration, and the unwillingness of slandered persons to seek a remedy in the courts is a serious danger to the community. HONESTAS.

New-York, Aug. 7, 1871.

CITY MONEYS.

To the Editor of The Tribune.

SIR: As the Controller has published a statement of the City expenses for July, will he please state where the City moneys are, the amount, and how much is loaned to the Ring by the bank, the depository of the moneys?

I see by the papers this day that an attempt was made by the City authorities to postpone the payment of Mr. Cornell's claim, on the ground of the absence of Mr. Norton, one of the City Hall Commissioners, who is traveling at —— expense in Europe. Our city is blest in that way. If Senator Chamberlain Bradley, Senator Commissioner Norton, Senator Tax Commissioner Creamer, are now traveling in Europe, it is not necessary to ask where the means to pay expenses comes from.

Aug. 8, 1871. G. W. BLUNT.

NEW-YORK AND WASHINGTON—A PARALLEL OF EXPENDITURES.

To the Editor of The Tribune.

SIR: New-York has a Board of Public Works; so has Washington, at a salary of $10,000. If such is necessary in New-York, it is unnecessary in a city of this size. This Board of Public Works has repeatedly been in New-York studying the beautiful system of *comprehensive* improvements in vogue in that city. Baltimore and Philadelphia were passed by, and the system in New-York selected as just suiting them, being more comprehensive. To transfer the New-York system to this city complete, a noted member of the New-York concern was selected and appointed as chief of our Advisory Board of Public Works in this city. This parallel is therefore complete and comprehensive.

The comprehensive Territorial Government has abandoned the City Hall, the best, coolest, and every way the most convenient and commodious building in the city, and have located the Governor's Office in one part of the city, a Legislative Hall in another, and are constructing a new City Hall in a third—all scattered, badly located, inconvenient for the people, and ill-adapted for their various uses; and all for no apparent purpose but to pay rent to some friends, and to furnish strikers with fat jobs in carpenter-work, bricklaying, paper-hanging, gas-fitting, and supplying carpets and furniture. These comprehensive improvements have in three months cost the city more than $100,000, and the work still goes on. This is another New-York parallel.

The most notable parallel, however, and which has never been surpassed, even in New-York, is the grand system of *comprehensive* improvements, imported direct from New-York, or a combination of the two systems, comprehensively amalgamated. This plan is to put $1,000,000 in money absolutely into the hands of the Governor and Board of Public Works, without any security; and $2,000,000 in addition to be levied on the property improved. This is unquestionably designed as a *comprehensive* swindle, like those now being exposed in New-York, from which it is mainly copied. It is intended as a comprehensive plan to improve the bank account of the Board of Public Works, and strikers. But, for the present, an injunction has arrested this comprehensive plan, the act being decided contrary to the organic act of Congress.

The comprehensive and economical new Government has also created the unnecessary offices of Auditor and Controller, with clerks, at a cost of $12,000 yearly, the duties of these offices having previously been performed by the Registers at a salary of $4,000, who is retained. They have created a Bureau of Streets and a Bureau of Sewers, with Superintendents, assistants, and clerks, at an annual cost of more than $12,000. The duties of the Board of Public Works, together with these portentous Bureaus, were previously performed by a Superintendent of Streets and Sewers at a salary of $2,000. And they are creating new offices almost daily, unnecessary and expensive, to swell the taxes and at the same time to aid in swindling the people. Such are the comprehensive frauds of the Territorial swindle, showing a complete parallel between New-York and this city.

All the papers in this city having been bought up by the swindlers, except one, who defends the New-York frauds on political grounds, while it attacks the frauds here, therefore, as I could not get the above article published in this city, I sent it to *The N. Y. Times*, which seemed to be doing good service in exposing the frauds in New-York. To my surprise, it was not published. If this was on political grounds, it was most reprehensible. Democratic frauds are to me the same as Republican frauds, or pretended Republicans, like those in power in this city. No party can afford to defend fraud in its own party, as instance the terrible blow given to Democracy all over the country by the New-York frauds; and the true friend of any party, as well as his country, is one who exposes fraud, and especially in time to prevent its consummation. Hence, I now send the article to THE TRIBUNE. A. WATSON.

No. 220 Twelfth-st., Washington, D. C., Aug. 7, 1871.

[In so far as this correspondent charges fraud, he seems utterly to fail to make any proof of it. If he had rested his case on charges of extravagance, it seems possible that there might have been greater shadow of excuse for the earnestness of his language. But Washington has long depended on the National Government for whatever it got in the way of internal improvements. We welcome the evidence that its people are hereafter to have the pleasure of paying their own bills, and do not count it a bad sign that along with this payment is to come the sharp criticism of writers like Mr. Watson, who, unused to the novel experience of paying, mean to watch their office-holders as closely as possible, and insist on the utmost publicity and the most rigid economy.—*Ed.*]

THE COURTS.

A CONTESTED GAMING DEBT.

William Waltmire has sued H. T. Helmbold in the Supreme Court to recover $500, which he paid for Helmbold as a "debt of honor." Last Summer a party of four gentlemen, of whom the plaintiff and defendant were two, had a game of cards at the Continental Hotel, Long Branch. The game was finally changed to "bluff," and Mr. Helmbold, losing $500, requested his partner to advance the money for him, but refuses to pay the debt now, claiming that the law absolves him from paying a gaming debt. A motion was made before Judge Sutherland yesterday, by the plaintiff, to strike out that portion of the answer relating to the game of "bluff" as irrelevant, on the ground that he had nothing to do with the losing of the money, but had simply paid it at defendant's request as a debt of honor. Decision reserved.

PROPERTY RIGHTS ON THE WATER FRONT.

Wm. J. and J. S. Peck applied to the Supreme Court through counsel, yesterday, for an injunction restraining the Dock Department from tearing down their sheds or buildings at the foot of Spring-st. The plaintiffs allege that they have a lease from private owners and also from the Corporation, and have built those sheds under a permit from the Superintendent of Buildings; that they have occupied the premises 20 years, and they believe that the Commissioners of Docks will tear down the buildings and remove their goods; and that a delay of a few days will not affect the interests of the public, even if it shall be necessary to tear down the buildings for public improvements, while it will materially injure the plaintiffs. Judge Sutherland said that the moment he granted the order, doubt would be thrown upon the public mind in regard to the good sense or honesty of the Department of Docks, which ought to be avoided; these movements were made, moreover, for the promotion of commerce. Decision reserved.

AN ASPIRANT FOR LEGAL HONORS IMPATIENT TO GET HIS CERTIFICATE.

Clarence B. Campbell applied to the Supreme Court, Chambers, yesterday, to compel Henry H. Morange, an attorney-at-law in this city, to give a certificate of the applicant's clerkship and good moral character. The plaintiff contends that the rules of the Court of Appeals, pursuant to a provision of the Laws of 1871, relating to admission to the Bar, entitle him to the certificate from his employer. The papers show that the plaintiff was a messenger in the defendant's law office five years ago, being then 17 years old, and in no sense a law student. Mr. Morange refuses to give a certificate of moral character or clerkship. Amos G. Hull, in his behalf, claimed that the motion should be made to the General Term, if at any place; again, these rules of the Court of Appeals, having been made long since the alleged clerkship took place, this case does not come within their application; the amendments to the rules of May, 1871, show that this is not a proper case in which an attorney is required to give a certificate; if a young man attempts to break into the Bar, he ought to understand enough about law to go to the proper forum. Judge Sutherland concurred in this view, and referred the motion to the General Term, remarking that he had grave doubts whether a man could certify to another man's good moral character.

CRIMINAL COURTS.

Roundsman Griffith and the crew of one of the Harbor Police boats arrested James Hill, a boatman, early yesterday, in the East River, and found in his boat 1,600 pounds of sugar. He was locked up and the sugar was sent to the Property Clerk at Police Headquarters. He was subsequently committed by Justice Hogan to the Tombs to await an examination.

In the Court of Special Sessions, yesterday, Nathan Keyforski was charged with disturbing divine worship in the Alonson-st. M. E. Church, on Sunday last, by working upon a sewing machine in a room near the church. Justice Shandley said he believed that the prisoner was guilty of the offense charged, but that as a Hebrew he was entitled to the same protection as members of other religious bodies, and the fact that he worshiped on Saturday, partially excused his infringement of the civil Sabbath. The Justice suspended sentence, warning the prisoner not to repeat the offense.

At the Tombs Police Court yesterday, Justice Hogan committed William Kansen, a Dane, residing at Perth Amboy, N. J., for stealing a gold watch and wallet containing $29, from Seren Nelson, also of Perth Amboy. He was arrested in this city with the stolen property in his possession....Peter McAleer, for striking William H. Bentley of Seventy-sixth-st., near Broadway, violently in the face and breaking his jaw, during a fight in West-st., near Robinson-st., was held to bail in $500 to await a trial....John Wolf, charged by Bridget Walsh with endeavoring to inveigle her into a house of prostitution, was committed for trial in default of $2,500 bail.

In the Court of General Sessions, yesterday, Merritt Martin pleaded guilty to a charge of stealing a set of harness from Henry W. Wheeler of No. 74 Little Twelfth-st., on July 1, and was sentenced to the Penitentiary for one year....Henry Sanders of No. 23 East Houston-st., stealing goods worth $5, from Charles Paulson's store, No. 121 Franklin-st., Penitentiary six months....Henry Candield, stealing $100 from James Costello of No. 307 West Twentieth-st., State Prison for 3½ years....Joseph Sidell of No. 30 Bowery, obtaining 18 bedsteads by means of a fraudulent note from Henry P. Williams of No. 244 Canal-st. State Prison four years.....Charles Smith of No. 341 Cherry-st., stealing goods worth $26 75 from Ferdinand W. Sonneborn of No. 379 Broadway. Penitentiary, six months.....James Smith and Bridget McLaughlin pleaded guilty to a charge of attempting to rob James Schlichting, a stevedore, of Front-st. Smith, who stabbed an officer in the Station-House after arrest, was sentenced to the State Prison for 5½ years; McLaughlin, three years.....Thomas Lynch, stabbing Crawford McGrew, to the State Prison, one year.

DECISIONS—AUGUST 8.

Supreme Court—Chambers—Hub Sup. Judge Sutherland.—Carpenter agt. Clark.—Motion denied, with $10 costs to defendant to abide event. Union Dime Savings Institution agt. Osborne.—Motion granted. Carter agt. Newbrough.—Motion granted; reference ordered. The Mutual Life Ins. Co. of N. Y. agt. The Commissioners of Emigration et al.—Motion granted. Taylor agt. Lawrence et al.—Motion denied. Scudder agt. Groth.—Mem. for Counsel. Claflin agt. Carlstadt.—Extra allowance of $300 granted to plaintiffs. Ramsey agt. Hinden. Watson agt. Chase. Union Dime Savings Institution agt. Bernstein et al. Kerchean agt. Bradley.—Motions granted. Farron agt. Simpson.—Motion granted without costs. Smith agt. Smith.—Motion denied.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS—SUTHERLAND, J.—Opens at 10½ a. m.

28. Powers agt. Spencer.
29. Fitch agt. Spencer.
32. Lochberger agt. Lochberger.
60. Dusbison agt. Dunning.
61. Tanten agt. Groh.

COURT OF GENERAL SESSIONS—Before Recorder HACKETT.—Opens at 11 a. m.

1. John R. Owens, grand larceny.
2. John R. Stevenson, grand larceny.
3. Bernard R. Mooney, grand larceny.
4. Robert Sheelin, grand larceny.
5. John Elliner, grand larceny.
6. George Ingersoll and William H. Cowen, grand larceny.
7. Mary Quinn, robbery.
8. Jeremiah McMahon, John Wagner, and George Williams, burglary.
9. William Thomas, burglary.

UNITED STATES DISTRICT COURT—IN BANKRUPTCY—BLATCHFORD, J.—Opens at 11 a. m.—Involuntary cases.

3100. Hermet et al. agt. Teschner.
3052. Chelis et al. agt. Lodeyer et al.
3100. Leary agt. The East Tennessee.
3100. Dunn et al. agt. Sturtevant.
3101. Johnson et al. agt. Waterman.
3101. Brekman et al. agt. Waterman.
3101. Van Pelt agt. Hyatt.
3101. Parsons et al. agt. Stanley.
3101. Havens agt. Wales.

Cases for Argument.

3100. Robert J. Hegner et al. agt. Wolfgang Teschner.

DEPARTURE OF FOREIGN MAILS.

WEDNESDAY, August 9.

Mails for Europe, via Queenstown and Liverpool, per steamship Wisconsin, close at 10:30 a. m. A Supplementary Mail, on Pier No. 45, N. R., is closed at 12:30 p. m.

[All letters deposited in Supplementary Mails must be prepaid with double postage.]

Mails for Port-au-Platte, Samana and San Domingo, per steamship Tybee, close at 2 p. m.

THURSDAY, August 10.

Mails for Europe, via Liverpool, per steamship City of New-York, close at 10:30 a. m. A Supplementary Mail, on Pier No. 45, N. R., is closed at 12:30 p. m.

[All letters deposited in Supplementary Mail must be prepaid with double postage.]

Mails for Nassau, N. P., Havana and the West Indies, per steamship Morro Castle, close at 2 p. m.

PASSENGERS ARRIVED.

FROM LIVERPOOL—In steamship Scotia, Aug.—Mrs. M. Wurts and maid, 2 Misses Wurts, Mr. T. Brooks, lady, 3 children and 2 servants, Miss Mason, Hon. G. H. Pendleton, Hon. L. Patrick and lady, Mr. L. W. Ballou, D. G. Littlefield, G. S. Robbins, Master T. S. Robbins, E. M. Kane and lady, Mr. J. Kane, E. W. Andrews, N. Bloom, A. M. Dunlap, J. L. Flanders, F. A. Post, G. B. English and daughter, E. S. Jaffray, lady, maid and man servant, 3 Misses Jaffray, Miss T. H. Rourbach, T. McLean, lady and servant, T. Armstrong, J. Armstrong, H. Spencer, Mrs. A. Morgan and 2 children, C. W. Morgan, Mr. W. W. Morgan, Mr. F. Hitch, G. Lane, Mrs. Hall, Hall, lady, infant and nurse, Mme. de la Roche and daughter, C. F. Haviland, R. Haviland, F. Rommer, H. Lenge, J. D. Harris, C. S. Easter, B. G. Bruce, W. F. Mayhon, W. H. Ballard and lady, N. D. Taylor, T. Hoge, O. Chopin, Wm. Lottimer, F. D. Jeffers and lady, A. P. Pettis, D. Stewart, lady and servant, D. Stewart, jr., J. Stewart, Miss Peck, Mrs. Duffie, Mrs. C. A. Brewis, the Rev. F. Goodman, E. A. Alexander, L. W. Webb, N. B. Falconer, J. C. Sims, F. Ingate, T. Pachira, W. Kiefer, Mr. M. A. Plant, Mr. S. E. Brown, Mr. R. C. Perkins, Mr. W. D. Morgan and lady, Mr. B. E. Winthrop, Mr. Carl Ross, Madame Parepa-Rosa and maid, Miss Gifford, Mr. A. B. Cramer and lady, Mr. H. Horwitz, Mr. J. Shaw, Mr. E. C. Estey and lady, Mrs. Cammann and child, Miss Street, Mrs. H. Weaver, Mr. Pacheco, Mr. T. Wagner, Mr. McCarthy, Mr. J. Andrade and lady, Miss E. Andrade, Mr. C. L. Swan, Mr. D. W. S. Clark, Mr. M. Ward, Mr. W. Sherwood, Mr. De Lancy Kane, lady and servant, Mr. R. A. Schenkel, Mr. W. G. Fuller, Mr. M. Rock and servant, Messrs. T. A. Vogel, G. W. Vail, W. Hound, L. Dusain, J. L. Tedlar, G. M. Orris, Mr. Renwick, W. Bender, T. Bartlett, A. W. Kingman, W. J. Walker, Mr. Carnegie, J. Mather, W. J. Moulson, W. H. Irwin, H. C. Parsley, D. McC. Forbes, A. S. Malcomson, H. W. Wetherall, W. G. Gardner, G. A. Morrison, R. W. Powell, T. F. J. Cocks, W. J. Harrison, J. L. Roff, F. Darwin, G. H. Darwin, M. H. Prior, N. T. Everard, S. Stranss, W. I. Strauss, L. S. Levy and lady, A. J. Hammer, S. Ottenheimer, C. J. Cook, E. Durand, C. H. Clark and lady, two Misses Clark, C. W. Dunn, G. G. Barnard, A. Dower, H. M. Palmer, W. F. Ridgeley, J. Freedman, H. H. Ketchum, J. E. Caldwell, J. A. Caldwell, R. Ullmann, A. Javal, J. H. Neustadter, T. C. P. Bradhurst, J. Beaman, C. Edwards, W. Thurston, H. T. Hughes, Abbot Lawrence, lady, 4 children, nurse, and maid servant, Miss Lawrence, A. Lawrence, jr., J. B. Braden and lady, R. Marshall and lady, W. C. Horton, F. A. Heron, C. A. Griscom, J. Murray, jr., G. W. Sutton, lady and child, Mrs. Howe, Miss Hall, J. G. Marshall, J. B. Hall, A. Peon, Alfredo Peon, W. L. Kaer, Samuel McLean, and lady, W. Elbeck, C. R. Green, E. Unger, G. Natero, T. H. Wood, F. Bianchi, J. Moore and lady, H. C. Fahnestock, W. M. Whitney, Capt. West, D. Green, Sir Backe Cunard and servant, Mrs. Cummings, Miss A. N. Jermain, Miss M. C. Jermain.

FROM SAVANNAH—In steamship Magnolia, Aug. 5—Mr. A. Schomburg, Mr. Kaufman, Major J. F. Wheaton, Mrs. H. Bell, Jas. Rosenheim, G. McVey, Mrs. E. Kaufman, servant and infant, Mrs. J. Kaufmann, 4 children and servant, F. B. Keel, C. B. Usre, T. F. Butler, G. N. Munroe, H. Penniet, F. White, C. P. Connery, Geo. Gemenden, Mrs. Freeman, Miss Freeman, Mrs. Fisher, Mrs. Fay, Mrs. Doog, Miss J. Doog, N. B. Saddler, Dr. E. Henry, Mrs. Henry, F. Koch and son, Mrs. Hicks, John Sweeny, T. S. Sweeny, and 13 in steerage.

MINIATURE ALMANAC.

Sun rises	5:04	Sun sets	7:06
Moon rises	Morning		

HIGH WATER THIS DAY—A. M.

Sandy Hook	1:46	Gov's Island	2:18
Hell Gate Ferry	4:07		

LOW WATER THIS DAY—P. M.

Sandy Hook	2:12	Gov's Island	2:44
Hell Gate Ferry	4:33		

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK, AUGUST 8.

CLEARED.

Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond, Old Dominion Steamship Co.
Steamship Wm. P. Clyde, Parker, Norfolk, City Point and Richmond, Washington & Co.
Steamship Novelty, Shaw, Philadelphia.
Steamship S. F. Phelps, Brown, Philadelphia.
Steamship Bristol, Wallace, Philadelphia.
Steamship Tobacco Water, Boston.
Steamship Wisconsin, Williams, Liverpool, Williams & Guion.
Steamship Cleopatra, Phillips, Havana, Murray, Ferris & Co.
Steamship W. C. Pierrepont, Shropshire, Philadelphia, A. Abbott.
Steamship Volunteer, Howe, Philadelphia, Lorillard Steamship Co.
Steamship Black Diamond, Meredith, Philadelphia, A. Abbott.
Steamship Gen. Sedgwick, Hiller, Havana, James E. Ward & Co.
Ship La Globe (Br.), Reed, Liverpool, Snow & Burgess.
Ship Harvest Queen (Br.), Janssen, Liverpool, C. H. Marshall & Co.
Ship Dexter, Taylor, San Francisco, G. D. Sutton.
Bark Osaka (Br.), Leslie, London, Peabody, Willis & Co.
Bark Snowdon, Wood, Cette and Marseilles, Miller & Houghton.
Bark Horatio Sprague, Small, Rotterdam, H. B. Sprague & Co.
Bark Victoria Tallman (Br.), Macey, Odessa, Geo. F. Bailey.
Bark Entmatingen (Nor.), Jensen, Stockholm, Wendt, Tetens & Bockmann.
Brig Jessie Rhynas, Hall, Port-au-Prince.
Brig Olaff Kyrre (Nor.), Jorgensen, Penarth Roads, Wendt, Tetens & Bockmann.
Brig Vohl (Nor.), Gartorn, Cork for orders, Funch, Edye & Co.
Brig Geo. Downes, Lanfare, Demerara, H. Trowbridge's Sons.
Brig Annie Collins (Br.), Cockran, St. John, N. B., Crandall, Berteaux & Co.
Brig Memphis (Br.), Macomber, Windsor, N. S., Crandall, Berteaux & Co.
Schr. King Bird (Br.), Simpson, St. John, N. B., Henry & Parker.
Schr. Sabino, Currier, Jacksonville, Van Brunt & Bro.
Schr. Antecedent, Pendleton, New-Haven, J. E. Haviland & Co.
Schr. V. Barkalew, Holmes, New-Haven.
Schr. Montgomery, Seely, New-Haven.
Schr. Porto Plata, Montgomery, Trouble, Eggers & Heinlein.
Schr. C. & C. Brooks, Brooks, Charleston, Bentley, Miller & Co.
Schr. Elmira Rogers, Pugh, Norfolk.
Barge McDougal, Jones, Philadelphia.

ARRIVED.

Steamship Magnolia, Palmer, Savannah, Aug. 5, with mdse. and pass. to W. R. Garrison.
Steamship Scotia (Br.), Lott, Liverpool July 29, and Queenstown 30th, with mdse. and pass. to C. G. Franklin.
Brig Globe (of Windsor, N. S.), Spicer, Chiverse, N. S., 14 days, with plaster to D. R. De Wolf & Co.; vessel to J. F. Whitney & Co. Had light, variable winds the entire passage, with much fog.
Schr. Roswell (of Eastport), Cott, Tenerife 30 days, with wine to Atlantic Mutual Insurance Co.; vessel to John Boynton's Son & Co.
Schr. Delmar, Ireland, Newbern, N. C., 4 days, with naval stores to Jas. Patterson.
Schr. Florence Rogers, Sheppard, Charleston, S. C., 9 days, with yellow pine to Jas. Rieley; vessel to Evans, Bull & Co. Had light winds and calms the entire passage; was 6 days north of Hatteras.
Schr. Starlight, McIntyre, Georgetown, S. C., 5 days, with lumber to S. C. Loud & Co. Is bound to Albany.
Schr. James Young, Young, Union Island, Ga., 11 days, with yellow pine to M. A. Wilder, Son & Co.; vessel to S. C. Loud & Co. Had light winds and calms the entire passage; was 5 days north of Hatteras.
Schr. Lyra, Bradley, Rondout for Boston.
Schr. W. Kelly, Masterson, Rondout for Bangor.
Schr. J. Cone, Smith, Rondout for Boston.
Schr. Lucy Ames, Hall, Rondout for Boston.
Schr. A. G. Hazard, Hart, Elizabethport for New-Haven.
Schr. Mayflower, Wilson, Elizabethport for New-Haven.
Schr. Orvetta, Bodine, Virginia.
Schr. C. Fox, Green, Virginia.
Schr. A. Jameson, Candage, Virginia.
Schr. H. J. Raymond, Cranmer, Georgetown, D. C., for New-Haven.
Schr. Palestine, Pharo, Virginia.
Schr. M. A. Hyer, Butler, Baltimore for New-Haven.
Schr. A. M. Hines, Jefferds, Virginia.
Schr. Wm. Kinzel, Soper, Georgetown, D. C.
Schr. Edward Slade, Soper, Alexandria.
Sloop Mary A. Haywood, Strong, Virginia.

DOMESTIC PORTS.

BOSTON, Aug. 8.—Arrived, barks Silas Fish, Brand, from Rosario; Blanche (Br.), Grant, from Leghorn; brigs Mattano, Jarvis, from Trinidad; F. H. Jennings, Sears, from Charleston; schs. Edwin, Darion, from Galveston; Adams Robes, Rhodes, from New-Orleans; Village Belle, McCarty, from New-Orleans; Florence (Br.), Lacosta, from Algoa Bay; Monadnock, Barker, from Ponce.

LEWES, Del., Aug. 8.—Arrived, steamship Granite State, from New-York.

FOREIGN PORTS.

LONDON, Aug. 8.—The Cunard steamship Calabria, Capt. McMicken, from New-York July 29, touched at Queenstown this morning, and proceeded for Liverpool.

The Anchor Line steamship Ismalia, Capt. Brown, from New-York July 26, touched at Moville this morning, and proceeded for Glasgow.

BREST, Aug. 8.—The General Transatlantic Company's steamship St. Laurent, Capt. Lemaire, from New-York July 27, arrived at this port today.

SPOKEN.

Brig John Boyd (Br.), from Baltimore for Pernambuco, Aug. 1, lat. 37 40, lon. 70.

DISASTER.

LIVERPOOL, Aug. 8.—The ship Southampton, which took fire on Saturday, when ready to sail for New-York with a cargo of coal, and burned to the water's edge, has since filled with the tide, and will be a total loss.

[*For Latest Ship News see Fifth Page.*]

Printing.

WM. EVERDELL'S SONS, 104 Fulton-st.—LITHOGRAPHIC, STEAM JOB PRINTERS and LABEL MANUFACTURERS.

To Whom it may Concern

THE SECRETARY OF THE COMMISSIONERS OF PHARMACY would respectfully notify all druggists and prescription clerks that by calling at his office, No. 72 Union-place, he will appoint a time for their examination. LOUIS G. BRANDA, Secretary.

Wedding Cards, &c.

AT WM. EVERDELL'S SONS, No. 104 Fulton-st.—WEDDING CARDS and FINE STATIONERY. (Established 1815.)

Professional Notices.

STRICTURE, Fistula, and Piles radically cured without the knife, caustic, or detention from business; Impotence, Diseases of the Generative Organs, Diseases and Deformities of the Eye, Nose, Face, and Person. HENRY A. DANIELS, M.D., 144 Lexington-ave.

Proposals.

OFFICE OF LIGHT-HOUSE ENGINEERS, FIFTH DISTRICT, BALTIMORE, Maryland, Aug. 4, 1871.

TO IRON MANUFACTURERS.—Proposals for the METAL WORK OF A SCREW-PILE LIGHT-HOUSE, to be erected on The Thimble, on Horse-Shoe Bar, at the entrance to Hampton Roads, Chesapeake Bay, Virginia.—Sealed propos