LETTERS FROM THE PEOPLE.

TWO RAPID TRANSIT DECISIONS.

JUDGE SEDGWICK AND JUDGE VAN HOESEN REACH THEIR CONCLUSIONS UNDER DIFFERENT STATUTES.

To the Editor of The Tribune.

SIR: The recent decision of Judge Sedgwick in the Sixth-ave. case has been commented on as a decision in conflict with that of Judge Van Hoesen, in the Common Pleas, in the Ninth-ave. case. This is an error. Except in one point, the two decisions are under two entirely different statutes, and there is no conflict whatever between them.

In the Ninth-ave. case the charter powers of the Elevated road expired by limitation in 1873, after the road had been built to Thirty-first-st. The company contended that their charter was revived and their powers extended and continued by a special act passed for that purpose in 1875, under which the road has been built to Sixty-first-st. This act the General Term of the Common Pleas pronounced unconstitutional, not for the reason which had been assigned by the Special Term, that it was informal in its phraseology, but for a new reason which the General Term discovered, that it was a *new grant* to railroad tracks in a city, a thing which the Constitution had just prohibited. Judge Van Hoesen, feeling himself bound by the decision of the General Term, did not discuss that question, but, conceding that the act so far as it related to the operations of the road above Thirty-first-st. was void, dismissed the complaint nevertheless on the ground that the injury complained of, if any—which he strongly denied—was sustained by the whole community alike, and the Attorney-General only could sue. This decision practically disposes of the Patten case, and probably also of the Spuder suit relating to the crossing of the Battery, both of which remain undecided in that Court, and will probably be determined in October.

The Sixth-ave. case was decided under the "Husted act," an entirely different act from that just referred to. The Gilbert road was chartered in 1872 by an act which specially prescribed the form and character of the structure to be built. The road which the company are now building is not the structure prescribed by that act, nor is it claimed to be, but it is the structure prescribed by the commissioners under the Husted act passed in 1875, and the changed structure it is claimed was not only authorized, but required under the 36th section of that act. The points decided by Judge Sedgwick are (1) that the 41st section of that act removes the Gilbert road from the operation of the 36th section, and requires it to be built in the form prescribed by the original act of 1872; (2) if it does not, then the 36th section is void, because, while the whole Husted act is a general law, that particular 36th section virtually confers a special franchise upon a specific corporation, and is therefore, as to that section, not a general but a special law, which is prohibited by the new Constitution; and finally, he decides (upon which point alone he is in conflict with Judge Van Hoesen) that the Sixth-ave. horse-car road sustains a special injury different from that of the general public by this unlawful new structure, and is therefore entitled to sue.

I have thus stated briefly, but I hope clearly, all the points in both these cases. They show, taken together, if sustained, how absurd is that new constitutional provision which forbids any legislation to meet the wants of the City of New-York that does not apply to Cattaraugus County and all other parts of the State as well. While I have no disposition to interfere with the prerogatives of the courts, it must not be forgotten that this question of rapid transit, and their sovereignty over their own streets, is one of the deepest concern to the people, and so long as they remain the power by which both constitutions and judges are made and unmade, they will not hesitate to investigate the work of their own hands, and if they find they have been led into constitutional toils which fetter their interests and threaten their right, they will not be slow to find the means and measure of redress.

It only remains now for the Court of Appeals to settle these constitutional questions, which it will no doubt be asked early to do. Meantime the New-York Elevated Railroad Company will go on with their work, now so far advanced, and no doubt the Gilbert Company will proceed with those portions of their road not under injunction. C.

New-York, Aug. 29, 1876.

RELIEF FOR THE EAST SIDE POOR.

FURTHER CONTRIBUTIONS IN ANSWER TO THE APPEAL IN THE TRIBUNE OF AUG. 19.

To the Editor of The Tribune.

SIR: Since yesterday's acknowledgment I have received the following sums in response to my letter in THE TRIBUNE of Aug. 19 in relation to the poor of the East Side:

G. N. Titus	$20 00
Mrs. R. M. Minturn	50 00
Mrs. George Brown	15 00
James Brown	25 00
N. Y. for widow in Thirty-sixth-st.	5 00
A Friend	1 00
A Friend	1 00
Mrs. W. F. B.	1 00
For the Poor	25 00
Mr. C. D. Talcey	30 00
Another Guest at Narragansett	25 00
Dr. A. Du Bois	2 00
Jersey City	
Total	$201 00

RECEIVED THROUGH DR. DYER.

Miss Beach, per H. B. Turner, esq.	$10 00
For the suffering poor of New-York, from Newport	10 00
Anonymous	2 00
S. S. W.	10 00
C. D. A.	20 00
Mrs. Jay, Bedford	10 00
Total	$62 00

RECEIVED BY THE REV. MR. M'CAFFREY.

A. F. Allen, Iowa	15 00
Louise P. Smith	2 00
From Florida	2 00
"Grace"	5 00
R. C. Larned	10 00
Sent to Tribune	3 00
Total	$37 00
Total since last acknowledgment	309 00
Previously acknowledged	1,492 50
Grand total	$1,792 50

As intimated in yesterday's acknowledgment, the sum received is now sufficient for the purposes indicated in the appeal in THE TRIBUNE of Aug. 19, although a very much larger amount could be used if proper channels existed through which it could be employed. And as one such channel I would most earnestly invite the public to contribute to the Manhattan Eye and Ear Hospital, which is situated in East Thirty-fourth-st., in the midst of this suffering district. The pressure upon the hospital at this time is unprecedented, owing partly, no doubt, to the influence of insufficient nourishment in developing eye and ear diseases, especially in scrofulous persons. At the same time the hospital is almost paralyzed for want of means. Contributions for this purpose may be sent to Dr. C. R. Agnew, at No. 19 East Thirty-ninth-st., or to the writer, ANDREW H. SMITH, M. D.

No. 110 East Thirty-eighth-st., New-York, Aug. 26, 1876.

WHAT TO DO WITH THE TRAMPS.

PUBLIC PROVISION FOR UNEMPLOYED LABORERS NECESSARY.

To the Editor of The Tribune.

SIR: The articles in THE TRIBUNE from unfortunate unemployed laborers, classed as "tramps," are indicative of a public demand in this new country. In Europe, as a late contributor says, "Government provides for unemployed laborers." The remark of Prof. Huxley as to higher education in America as compared with Europe has a wide application to American institutions; private benevolence must take the place of government provision. In this popular Government political partisanship determines employ on public works. Even the employ of convicts in prison must be restricted to meet the demands of voters in the ordinary competition of labor. What hope, then, have unemployed laborers for Government provision in times like these?

Meanwhile thousands of acres all along the water courses of the Southern States invite foreign as well as native American labor. Within an hour's ride of New-York homes and profitable employ on untenanted lands could be found for hundreds of needy families. An American Peabody or Stewart would do vastly more good by opening unoccupied lands for destitute laborers than by furnishing them city houses. Why may not this idea be made practical as another trying Winter comes on? A few sloops could transport scores of families in a month's time where they could outdo the New-England pilgrims in their December settlement. Shelter for the Winter, and remunerative toil even, could be made ready for hundreds. If the facts could be set before two parties—first, the men in need, and second, those disposed to give practical aid—something may grow out of this.

New-York, Aug. 26, 1876. G. W. S.

HEALTH IN SCHOOLS.

RESTRAINT OF WEAK SCHOLARS NECESSARY—A SCHOOL FOR INVALID SCHOLARS.

To the Editor of The Tribune.

SIR: It is a source of anxiety to many parents in sending to school children who have little strength lest they be given too many studies or permitted when illness comes to attempt to keep up with their more fortunate companions. Especially where children are sent far away from home to a school is this precaution and watchfulness on the part of teachers needed. School superintendents, I think, would find it a profitable action to make these points a part of the policy of their management.

There is indeed some movement toward this reform. Among others, Dr. Foster, proprietor of Foster's Sanitarium in this place, I was glad to learn the other day, will open in September a school for girls of the character described. He will use a new and well-furnished building, called the Foster House, for a school and boarding-house, including a gymnasium. The school managers announce that while giving a reasonably broad culture and a thorough training to every student in the studies she may select, they will, as has been stated, make the maintenance of health the most important object. "There will be thorough work in the recitation and lecture-rooms, but no public examinations or exhibitions to excite the nervous or overtax the weak," says the circular. I hail this enterprise as an advance movement in the right direction. It commends itself not only to those who have daughters to educate, but also to every thoughtful philanthropist who is seeking to determine the cause of the deterioration in the health of American women. M.

Clifton Springs, N. Y., Aug. 28, 1876.

SILENCE THE CHURCH BELLS.

To the Editor of The Tribune.

SIR: Your columns are ever open to the appeal of suffering. While you denounce the nuisance of steam whistles, let me for myself and in behalf of fellow-sufferers ask your influence in suppressing a kindred one in the church tower on the corner. A shriek will at once go up from religious sentimentalists that I am a heretic and all that. There has been much written about the Sabbath bells, and there was a time in the city when the sound at stated hours was a necessity. In the country, where space is free, the sound permeates it, and with pleasing effect. In the city, where most persons wear watches, where street clocks abound, where almost every room has a timepiece, and where, on the Sabbath, the instincts of church-goers cause them to anticipate the hour of service, there is no justification for the discordant sound so jarring to weakened nervous conditions resulting from sickness, from the prostration of Summer heat, from the unending round of daily toil. The writer is a brain-worker, and the Sabbath is made a day of rest, as its name implies. The morning may dawn fair and peaceful and the mind be in harmony with the day, and all is shattered by the shrill clang-clang of the church bells, which toll for Sunday-school and church service in the morning, for the evening, and for the weekly meetings. It is terrible to strained nerves, and from my point of view, for the reasons given, an unnecessary thing. In a sense the Golden Rule in its spirit is violated by its professors. For the aged, the sick, the weary-minded, and in these days of bitter vicissitude the latter class is a large one, I plead that your potent influence may be used to limit the use of the bell to the tolling of the hours. DOUGLAS.

New-York, Aug. 29, 1876.

THE TESTING OF EXHIBITION ARTICLES.

To the Editor of The Tribune.

SIR: I spent a day in the Agricultural Building at the Centennial Fair, and from three to four hours of the day in and out of the judges' room. They were on this day testing articles of food, and I and several experts were witnesses of their manner of doing it. On leaving the room and comparing notes, we found ourselves all of one mind, and that was that they could not arrive at any just conclusion as to the qualities or comparative merits, for the reason that no proper comparison was made between the articles in competition.

In this instance they, at 11 a. m., commenced the examination of about 15 samples of a very palatable article of diet. One vessel was opened and about eaten up, for it was about lunch time and tasted good. The waiter was then directed to remove it and bring another which went through a like operation, and so on till dinner time. After dining they again begun and finished up as before. It was noticeable that each vessel as it was opened presented contents that were less and less relishable, and especially so after dinner when some of them had probably a good taste. As each sample was tested the judges made in their separate books some mark for future reference. A whole day was wasted in this way. An expert would have passed a correct judgment upon the whole lot in half an hour, and he would have done it by opening the whole lot of cans and placing them side by side, judging first their appearance then their relishable qualities. In this case the first sample will probably take the medal, the second a diploma, and the third nothing. S. H. P.

New-York, Aug. 5, 1876.

STUDY AFTER SCHOOL DAYS.

To the Editor of The Tribune.

SIR: You do well to keep us informed of the doings of this Society to Encourage Studies at Home. Their work is one of no small magnitude, and must increase, I should think, till it reaches all the most important parts of our country. The good it seems likely to accomplish can hardly be estimated. The college that does as much may felicitate itself upon its own existence, and claim more credit than some such institutions can hope to secure. Those only who have had a long experience of life and in favorable circumstances for observation can truly appreciate the importance of such an addition to our usual appliances for woman's education. These, at best, only prepare girls for the acquisition of knowledge beyond the mere elements of school learning. They cannot give that general information so necessary to bring minds into permanent sympathy with the great objects which lie beyond the mere domestic circle; while the wife or mother (as each of the pupils here contemplated may become) is but partially prepared for her place in the family without such sympathy to keep her alive to the greater affairs of the world's current history.

There are wives and mothers among us who can converse intelligently upon the great subjects brought before her in a good daily newspaper, and such have advantages as companions and as educators in a family which no lower acquisitions can give them. The husbands of such wives find help in keeping themselves on a more elevated plane, and children are almost insensibly raised to a higher tone of intellect and character than would ordinarily be possible. A. S. C.

Princeton, N. J., Aug. 12, 1876.

EMPLOYMENT OF DESTITUTE WORKINGMEN.

To the Editor of The Tribune.

SIR: How can we assist our unemployed men? Money is abundant and can be had at a very low rate of interest. Labor is cheap, and thousands of men are out of work. Our city requires many needed improvements, and, under all the circumstances, why not go on with these improvements? For years past our city fathers have had under consideration the building of a city prison. Why not go on with the work now? That enterprise alone would give work to many hundreds of our poor men, who would prefer to work rather than to beg. If our city authorities would go on with some permanent improvements, with the understanding that wages should be greatly reduced—laborers to receive $1 a day, mechanics $1 50 to $1 75 per day—and would employ two gangs of men, on alternate weeks, many persons could be employed who would gladly work on half time and reduced wages, in order to get a small pittance for their families. BRICKLAYER.

GEN. McCLELLAN'S ADVICE.

To the Editor of The Tribune.

SIR: I have been reading Gen. McClellan's letter; I think his reasoning excellent in regard to the danger of retaining a party in power too long. He says such a party becomes corrupt and we need a change. I infer then, of course, that he, and Mr. Tilden too, would work for a change in New-York City and County, otherwise his logic is bad. Has not Mr. Tilden been somewhat mixed in politics, and would not a more radical change be better than even he? INQUIRER.

New-York, Aug. 28, 1876.

THE COURTS.

NEW MOVE IN THE MOULTON-BEECHER SUIT.

Thomas G. Shearman, Mr. Beecher's attorney, was out of the city yesterday, but his partner, Mr. Sterling, when asked by a TRIBUNE reporter as to the effect of the move by which Mr. Moulton had transferred his suit against Mr. Beecher from Kings County to this county, said he supposed the amendment transferring the venue was within the plaintiff's strict right. It was an amendment of the complaint made within 20 days after service of the answer. The result was to place the case exactly in the same position as when, about a year ago, the complaint was served. What the course of the defendant would be, whether to demur again to answer, or move for a change of venue, he could not, in Mr. Shearman's absence, even guess. One thing was clear. The defendant's proposed change of venue to a northern county would have enabled his counsel to bring the case to trial within three months; in Brooklyn it would have been reached in ten months; the condition of the New-York court calendars precluded any reasonable hope of bringing the case to trial within a year under Mr. Moulton's last move. He mentioned this merely because there had been insinuations on behalf of the plaintiff that the defendant desired delay. The immediate steps that would be taken must await Mr. Shearman's return.

CRIMINAL NOTES.

Frederic Reuel, who was arrested in this city March 11, charged with forging bills of exchange by the Prussian Government, was placed in charge of the captain of the German steamer Frisia on Wednesday by United States Deputy Marshal Bernard, for return to Prussia.

An order of arrest was granted by Judge Dykman, in Supreme Court, Chambers, yesterday, against Daniel Shea, a Washington Market carrier, on a charge of assaulting Michael Fachs, a Long Island farmer. Fachs is now in the hospital, and there are fears of his being attacked by lockjaw. Shea gave bail.

At the Essex Market Police Court yesterday George Reed and George Ryan were brought up on a charge, preferred by Samuel Barrows of No. 95 Seventh-st., of having, at 1 o'clock yesterday morning, assaulted him violently at Eighth-st. and Second-ave., knocking him down by repeated heavy blows on the head with a policeman's club, and robbing him of a watch valued at $25. The robbers were committed to answer in default of $1,500 bail each.

At the Tombs Police Court yesterday William Welsh alias Thomas McCarley was arraigned on a charge of assaulting Officer Jordan of the Twenty-seventh Precinct while the latter was engaged in the discharge of his duties in Washington-st. on Thursday night by attempting to fire a pistol at him. Bail was set down at $2,000. Two of Welsh's associates were captured in front of the Tombs by Officer Palmer, and were also held for disorderly conduct.

Owen Gillespie, a detective employed at the Hudson River Railroad depot, at Thirtieth-st. and Tenth-ave., surprised two thieves in an attempt to steal a quantity of ironware from one of the yards of the depot. He captured one of them, named John Coffey. Yesterday, at the Washington Place Police Court, Justice Flammer held him in $1,000 bail to answer. Mary Anne Robertson was yesterday put under $2,000 bail, charged with throwing a razor at Catherine Morgan of No. 613 Greenwich-st., and inflicting a severe wound upon her.

DECISIONS—SEPT. 1.

Marine Court—Chambers—By Judge Sheridan.—Goldzier agt. Young.—Order granted denying motion. Galpen agt. Brummer.—Order granted correcting judgment. Hare et al. agt. Wedemeyer et al.—Order granted discharging defendant Wedemeyer. Hilliard et al. agt. Helphrich et al.—Order granted for third party to pay over money. Van Benschoten agt. McKnight.—Order granted vacating attachment. Orgler agt. Quigley.—Order granted denying motion, &c. The National Park Bank of New-York agt. Wardwell.—Order of publication granted. Lyon et als. agt. Goodsell et als.—Order of publication granted. Ettinger agt. Kupper.—Order granted requiring defendant to pay costs, &c. Weiant agt. Wittemayer.—Order granted discharging defendant from custody of Sheriff. Schmidt agt. Graef.—Order granted denying motion, &c. Hammer agt. Rothstein.—Order granting motion, &c. Gallinger et al. agt. Bodine.—Order for receiver to pay amount of judgment granted. Falck agt. Jacobson.—Order appointing Anthony M. See as receiver granted. Blake et al. agt. Harlem et al.—Order appointing Herman Hahlo as receiver granted. Engler agt. Bayer.—Order granted denying motion without costs. Albowich et al. agt. Weinberg; Impleaded.—Order granting motion, &c. Business agt. Furstenwarther, Nos. 1 and 2; Gretlich agt. Volz et als.; Stursberg agt. Knoeppel; Wood agt. Crossman et al., and Sacks agt. Schneider et al.—Orders granted. Gillies et al. agt. Murphy.—Order of substituted service granted. Schuster agt. Ott et al.—Order of substituted service granted. Job agt. Beckwith.—Orders of discontinuance and discharge of defendant granted.

AMERICAN NAVY-YARDS

APROPOS OF THE PENDING INQUIRY.

THE RECOMMENDATIONS WHICH THE BOARD OF EXAMINATION IS EXPECTED TO MAKE—ADVANTAGES AND DEFECTS OF THE VARIOUS YARDS.

Admiral Porter, Vice-Admiral Stephen C. Rowan, and Rear-Admiral Charles H. Davis, constitute the three senior members of the board of naval officers who are to make a tour of inspection through American navy-yards and naval stations, in accordance with the Naval Appropriation bill, which authorizes "a board of five officers to make an examination, and to report whether or not any of the navy-yards can be abandoned, and also to report on certain other matters." The members of the board are expected to start on their journey about the middle of September, and from what information can be gleaned at present it is evident that among the navy-yards which will be recommended to be retained will be the Kittery, Boston, Brooklyn, Washington, Norfolk, and Mare Island. It is not expected that a proposition will be presented to abolish any of the stations, notwithstanding the suggestions made to the Naval Committee to dispose of the establishments at New-London and Pensacola. The opponents of New-London claim that it cannot be made serviceable, as they say it cannot be fortified against an ironclad fleet, and the channel is so narrow that a long vessel can only enter it at a certain stage of the tide. Several vessels have been sent to New-London to be laid up, but they took up nearly the whole channel, and passing steamers made such a swell that they were sometimes driven from their moorings. The land belonging to the yard is about a mile long, and 600 yards wide, with precipitous hills extending to the water's edge. Admiral Porter says: "It would cost millions to make this place fit for building vessels." It is suggested that it can be used for other purposes in the interest of the navy, to better advantage, for the laying up of ironclads, &c.

Pensacola it was thought might have been a useful navy-yard in the days of sailing ships, although it has always been liable to a visitation of yellow fever. Since the introduction of rifled guns it has been within range of the smallest projectiles from iron-clad ships. The channel is easy of access, and it would be almost impossible to keep out a squadron of iron-clads. The position is not commanding, and it is inferior to Key West, which readily commands the Gulf of Mexico. It is said that it would be of no use in war, and that at present it is in a dilapidated condition, and would make necessary an outlay of millions to attempt to rebuild it.

League Island is asserted to possess many advantages. Its proximity to coal and iron regions, and to a large city where material and labor can be easily procured, is declared to be a strong point in its favor. In case it is concluded to retain this station, it will be recommended that a certain amount be appropriated yearly toward its completion. It is suggested that this is the only place that will meet all the requirements for a great depot for iron-clads. Washington can receive the smaller iron-clads, but only such a place as League Island is capable of accommodating the larger iron-clads. It is claimed also that League Island, if completed, would have everything essential for building up an iron-clad navy, as well as fresh water in which to lay up the ships, which is considered an absolute necessity to keep them from injury. It could be made a position of great strength for defense. In opposition to the evident tendency to establish a new navy-yard as a rival to League Island somewhere in the South, it is asserted that no navy-yards are wanted south of Norfolk.

The Brooklyn Yard is believed to lead the list of efficient navy-yards. It is near a great city, where material and labor can be procured at a moment's notice; it is at no great distance from coal and iron mines, and its facilities for transportation by water and rail are possessed by no other station. It has a good water front, and is comparatively free from ice in Winter, so that no vessel has found it impossible to get out. Citizens of Brooklyn have tried for a long time to get possession of a large piece of land adjacent to the occupied portion of the navy-yard proper, on account of its commercial advantages. It is asserted by the opponents of this effort that another consideration is held in view—that the Government would eventually pay a good price to get back the land. Admiral Porter says of this, that the "officers of the navy have, however, strenuously resisted all the efforts of the Brooklyn Rings, and made such reports against alienating any portion of the yard, that, so far, it remains in the hands of the Government. Efforts have been made on several occasions to get a law passed to authorize the sale of this yard to benefit Brooklyn. There are now forty millions worth of property in the Brooklyn Yard, and the Government could not duplicate the place for that money. We could better dispense with all the other yards than do without this one. * * * It will hardly be doubted that naval officers are the best judges in matters of this kind. They have no personal interests at stake, and are solely influenced for the good of the navy; and the persistent efforts they have made to keep this property in the hands of the Government, in opposition to the powerful outside combinations, is the strongest proof of their integrity." This piece of land stands between Washington-ave. and the marine barracks. At present it is waste land, but it contains a water front which in time will be very valuable to the Government.

Norfolk Navy-Yard is believed to stand next to New-York in point of value, and possesses some advantages over it. As it is in a milder climate laborers can work in the open air throughout the year. It has a fresh water stream, good depth of water and an ample water front, and ships can get to sea at all seasons. The forts at Hampton Roads offer protection to ships of war, and can be made so formidable that no fleet would venture within range of their guns. They command the great Chesapeake Bay, with all its tributaries, and protect the approach to the capital of the nation. The Norfolk Navy-Yard is deficient only in not being able to secure the same amount of labor and material and docking facilities as New-York.

The Boston Yard contains the only rope-walk the Government possesses, but it is not absolutely necessary that the yard should be kept fully manned in time of peace. A member of Congress once remarked to Admiral Porter that "the navy-yard was a curse to Boston, politically speaking, and that more frauds were committed there, and less work done, than at any other yard in the country."

The Kittery Navy-Yard is a small establishment and the position was selected in the days of wooden ships and smooth-bore guns. There are few points on which defensive works could be built. At present the port is not protected, and an iron-clad fleet could lie outside and set the navy-yard on fire, unless the Government should erect heavy fortifications for its defense. It is expected that the recommendation will be made that the Kittery yard shall be closed for the present, or that only a few men shall be employed to repair vessels. The advantages which it possesses are that it is a good station for vessels returning from the West Indies with infectious diseases; it has good anchorage in the heaviest weather; and ice is broken up as soon as it forms by the strong tide currents.

Mare Island is the principal naval point on the Pacific coast. The location of the yard is good. A strong naval force is required on the west coast of America, and a navy-yard is necessary to equip the vessels there, and those in the East Indies. England's extensive possessions on the north-west coast, abounding in fine harbors, timber, coal, and iron, give her the power of building up naval-fitting establishments which would control the American possessions in Alaska, as well as the entire Pacific trade. This it is considered makes it necessary to be provided with the facilities for repairing and equipping a large navy somewhere in the vicinity of California. The proposition to abolish the Washington Navy-Yard is asserted by naval officers to be a great mistake, as they declare that it is one of the most important places in time of war belonging to the Government. It cost the Government originally only $4,000, and contains a collection of the finest machinery belonging to the navy, and is capable of building the largest steam machinery in the country. The best anchors and cables in any part of the country are forged there. The great ordnance works, under the immediate supervision of the Ordnance Bureau, furnish ordnance material of the very best quality to the navy. Very many experiments are made at the Washington yard under direction of the Government bureaus.

The motto for the week on a little girl's Sunday-school card was, "Get thee behind me, Satan." There were gooseberries in the garden, but she was forbidden to pluck them. Pluck them she did. "Why didn't you," asked her mother, "when you were tempted to touch them, say, 'Get thee behind me, Satan?'" "I did," she said, earnestly, "and he got behind me, and pushed me into the bush."

HORSE AND CARRIAGE MARKET.

NEW-YORK, Friday, Sept. 1, 1876.

Below may be found the result of to-day's sale at Arch. Johnston's establishment, Thirteenth-st., between University-place and Fifth-ave.:

Description.	Hands.	Age.	Price.
Gray mare	16	9	$75 00
Light bay horse	15¾	9	55 00
Buckskin mare	15½	7	112 50
Bay mare	15	8	61 00
Gray Kentucky bred mare	16	6	150 00
Light bay sorrel mare	15¾	5	140 00
Chestnut sorrel mare	15½	8	110 00
Fine team bay carriage mares, raised in Indiana	16	6 and 7	237 50
Bay pacing mare Kitty, full mane and tail	15	8	150 00
Team bay carriage horses	16	7 and 8	575 00
Elegant chestnut sorrel mare	15¾	6	165 00
Bay Kentucky bred filly	15½	7	100 00
Bay trotting horse	15¼	7	185 00
Bay horse	16	—	87 50
Brown horse	15½	7	102 50
Bay Hambletonian mare	15¾	8	97 50
Black coupé or carriage horse	16	7	157 50
Bay horse	15¾	7	120 00
Dapple gray mare	16	6	90 00
Gray horse	15½	8	105 00
Black mare	15¾	6	117 50
Brown horse	15¾	8	75 00
Brown mare	15½	6	127 50
Bay horse	16	6	92 50
Bay horse	15½	9	110 00
Gray horse	15	10	34 00
Gray mare	16	10	45 00

PASSENGERS ARRIVED.

FROM BREMEN—*In steamship Neckar*, Sept. 1.—Shongaard Severini, Geb. Bolsche, F. Wiebusch, W. B. Wells, T. Hjgson, Hans Sommerhoff, H. Struve and wife, Mrs. N. Heide and child, Emil Schneider and wife, Robt. Herfurth, jr., Mr. Russ, Geo. W. Silcox, John Shuttleworth, Charles Young, Mr. Friedlander, John von Bergen, Curt Lutlich, Mrs. Rohrbeck, Emil Schneider and wife, Amelia Nannegracha and child, Miss Elizabeth Rahden, Albert Krohn, Mrs. Betty Krohn and child, Mrs. Josephine Geiger and child, R. R. Dennis, C. C. Hodgemann, Miss Mathilde Schmidt, Benj. Allmayer, Rudolph Auerbach, John Martens, C. N. Schnell, Mrs. Capt. Reichmann and child, Herm. Marcswerth, Arthur P. Schmidt, H. Mrs. Helene Schmidt and child, J. Ilges, V. Spiegelberg, H. Winkel, A. Trostner, Miss Gretje Golan, H. Cormen, Mrs. Hermine Gattermann, Mrs. Aug. Mende and child, Isaac Lehrberger, Mrs. W. Maria Hirsch, Misses Ida and Emma Hirsch, Jacob Hinn, Miss Lena Wagner, H. Zirndorf, Miss Emma Zirndorf and child, Wm. Schwiers, Gus. Brauns, Geo. Lang, Mrs. Louise Schlegel, Gottlieb Keungott, Miss Louise Keungott, D. Fedden, Miss Wilhelmine Fedden, Ernst Hanck, T. Eccard, Max Hirschkind, Mrs. Minna Clericus, Ernst Krebs, Dr. John Muller, Mrs. Auguste Miller, Augustus Müller, John Roth, Mrs. Dorothea Roth, John Schafer, Mrs. Theresia Schafer and child, Prof. C. Rotschka, Gust. Koch, B. Einstein, Louis Dannhauser, Louis Moneheimer, Miss Emilie Dannhauser, Mrs. Carh. Hofmann, Miss Olise Kraushaar, Herm. Stern, Wm. Bode, Mrs. Lina Bode and child, Albert Bode, J. J. Meyer, Mrs. Anna Meyer, John Sieba, Waldemar Malmene, Mrs. Singer and child, Miss Syarunn, Mrs. Charlotte Lehnhardt, F. L. Lehnhardt, Christian Lehnhardt, Otto Kuster, Mrs. Martha Bronsema and child, John Stockhoff, John W. Holzgreele, F. Simon, Fritz Kilian.

MINIATURE ALMANAC.

Sun rises	5:28	Sun sets	6:31
Moon sets	4:04		

HIGH WATER THIS DAY—A. M.

Sandy Hook	6:36	Gov's Island	8:11
Hell G. Ferry	9:00		

HIGH WATER THIS DAY—P. M.

Sandy Hook	6:53	Gov's Island	7:30
Hell G. Ferry	9:19		

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK.....SEPT. 1.

CLEARED.

Steamship Utopia (Br.), Great, London, Henderson Bros.
Steamship Canadelet, Faircloth, Fernandina via Port Royal, C. H. Mallory & Co.
Steamship George Washington, Whitehead, St. Johns, N. F. and Halifax, N. S., Clark & Seaman.
Steamship Vesper, Hall, Wilmington, Del., Abiel Abbott.
Steamship Beverly, Wallace, Philadelphia, Jas. Hand.
Steamship Thos. B. Wattson, Davis, Bridgeport, Campbell & Gardner.
Ship Gov. Morton, Davis, Mobile, Vernon H. Brown & Co.
Ship Bremerlehe (Ger.), Hirst, Bremen, Thos. Ruger.
Ship Francis P. Sage, Travis, Bangor, Me., Miller & Houghton.
Bark Antares (Ger.), Albrecht, Elsinore for orders, Funch, Edye & Co.
Bark Helsingor (Dan.), Ginge, Dantzic, Prussia, Funch, Edye & Co.
Bark Kraljevica (Aust.), Sterling, Genoa, Slocovich & Co.
Bark Betsey Gude (Nor.), Due, Gothenburg, Sweden, Beckmann, Oerlein & Co.
Bark Isca (Br.), Matthews, Wisbeach, Eng., Geo. F. Bulley.
Bark Ganymede (Nor.), Olsen, Elsinore for orders, Louis Tetens.
Bark Meta (Ger.), Vanaclow, Elsinore for orders, Funch, Edye & Co.
Brig S. N. Hansen (Nor.), Orbeck, Lubeck, Ger., Funch, Edye & Co.
Brig Belle (Br.), Nelson, Elsinore for orders, J. F. Whitney & Co.
Brig D. R. Stockwell Cummings, Dublin, R. P. Buck & Co.
Brig Anita Owen, Pentinglli, Liverpool, Marcus Hunter & Co.
Brig Mary E. Leighton, Leighton, Christiansand, Norway, J. O. Ward & Co.
Brig Solario (Br.), McLeod, Rio Janeiro, R. P. Currie & Co.
Schr. Anna Currier (Br.), Vannart, St. John, N. B., A. T. Hemy.
Schr. Echo (Br.), Armstrong, St. Johns, N. F., Geo. F. Bulley.
Schr. Thomas Ellis, Kelley, Dennisport, Mass., Doane & Gott.
Schr. Joseph G. Stover, Clary, Brunswick, Ga., Warren Ray.
Schr. Jesse Carll, Underhill, Seville, Spain, B. J. Wenberg & Co.
Schr. Peter Mitchell (Br.), Hughes, Ruatan, Sp., Hon. and a market, B. J. Wenberg & Co.
Barge Baltimore, McCue, Philadelphia, Jas. Hand.

ARRIVED.

Steamship Neckar (Ger.), Willigerod, Bremen Aug. 19, via Southampton 22d, with mdse. and pass. to Oelrichs & Co.
Steamship Albemarle, Gibbs, Lewes, with mdse. and pass. to Old Dominion Steamship Co.
Schr. Mary Patten, Gilchrist, Pensacola 24 days, with lumber.
Schr. Nelly Potter, Howard, Washington, N. C., 4 days, with naval stores.
Schr. Eleanor, Squires, Georgetown, S. C., 7 days, with naval stores.
Schr. Marcus S. Lewis, Lewis, Pensacola 14 days, with lumber.
Schr. Herschel, Chambers, Georgetown, D. C., with coal.
Schr. Mary A. Power, Willard, Pensacola 23 days, with lumber.
Schr. Maria Jane, Boker, Virginia, with wood.
Schr. Eveline, Newton, Virginia, with potatoes.

MEMORANDA.

Bark Wave Queen (Br.), Wilson, from Barrow, arrived 28th ult., and anchored in Lower Bay, was towed to the city Sept. 1, a. m.

FOREIGN PORTS.

QUEENSTOWN, Sept. 1.—The Cunard Line steamship Scythia, Harris, from New-York Aug. 23, for Liverpool, arrived here to-day.

DOMESTIC PORTS.

PORTLAND, Me., Sept. 1.—Arrived, schrs. Nellie Starr, from Port Johnson; Hattie E. Sampson, from New-York. Cleared yesterday, schr. Lunet, for New-York.

BOSTON, Sept. 1.—Arrived, steamship Norman, Nickerson, Philadelphia; schrs. Crissie Wright, Clark, Weehawken; Boston, Nickerson; Hyne, Mason, and Alpine, Marshal, Hoboken; Nellie Fenton, Eaton, and M. Sewall, Bray, from Port Johnson.

BALTIMORE, Sept. 1.—Arrived, schr. Lizzie (Br.), Creighton, Grand Cayman. Cleared, steamship Blackstone, Hallett, for Providence; ship Shakespeare (Ger.), Fichter, for Bremen.

(*For Latest Ship News See Seventh Page.*)

Ocean Steamers.

NEW-YORK AND HAVANA DIRECT MAIL LINE.
These first-class steamships sail regularly at 2 p. m., from Pier No. 13, North River, as follows:
Steamship CLYDE.....TUESDAY, Sept. 12.
Steamship COLUMBUS.....THURSDAY, Sept. 21.
Accommodations unsurpassed. For freight or passage apply to WILLIAM P. CLYDE & Co., No. 6 Bowling-green.
McKELLER, DULING & Co., Agents in Havana.

RED STAR STEAMSHIP LINE, appointed to carry the Belgian and United States Mails.
The following steamers are appointed to sail for Antwerp:
From Philadelphia.
NEDERLAND.....Aug. 31. KENILWORTH....Sept. 12.
VADERLAND.....Sept. 23. SWITZERLAND.....Oct. 6.
Rates of Passage in Currency:
First Cabin, $90. Second Cabin, $60. Steerage, $26.
PETER WRIGHT & SONS, Gen. Agents, Philadelphia, and 42 Broad-st., N. Y.
JOHN McDONALD, 8 Battery-place, N. Y.

WHITE STAR LINE.
FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE UNITED STATES MAIL.
The Steamers of this Line take the Lane Routes recommended by Lieut. Maury, U. S. N., going south of the Banks on the passage to Queenstown, all the year round.
GERMANIC, SATURDAY, Sept. 16, at 3 p. m.
CELTIC, SATURDAY, Sept. 23, at 9 a. m.
BRITANNIC, SATURDAY, Oct. 7, at 7:30 a. m.
GERMANIC, SATURDAY, Oct. 21.
FROM THE WHITE STAR DOCK, PIER 52, NORTH RIVER.
These steamers are uniform in size and unsurpassed in appointments. The Saloon, Staterooms, Smoking, and Bath Rooms are placed amidships, where the noise and motion are least felt, affording a degree of comfort hitherto unattainable at sea.
RATES—Saloon, $80 and $100 gold. Return Tickets on favorable terms. Steerage, $28.
For inspection of plans and other information, apply at the Company's Offices, No. 37 Broadway. New-York.
R. J. CORTIS, Agent.

Religious Notices.

At Sixty-first Street M. E. Church, between Second and Third-aves.—Preaching at 10½ a. m. by the Rev. F. S. DE HASS, D. D., just returned from Jerusalem; at 7¾ p. m. by the Rev. JOHN DICKENSON. Seats free.

At Fifth Avenue Baptist Church, West Forty-sixth-st., the pastor, Rev. THOS. ARMITAGE, D. D., will preach SUNDAY MORNING at 10:30.