LOCAL MISCELLANY.

CONFUSION AT THE PIERS.

RESULTS OF THE 'LONGSHOREMEN'S STRIKE—BOTH MEN AND EMPLOYERS UNWILLING TO YIELD.

The strike of the 'longshoremen on the North River front continued yesterday. The steamship companies seemed determined to enforce the new rates, but were not very successful in securing new men. At pier 12 old hands numbering 100 continued at work until the cargo was all on board the Santiago de Cuba, and then left the pier because they were only offered the new rates. In the morning the steamer Benefactor arrived, and was being discharged during the day by the crew and a few Italians. The downtown pier of the Anchor Line was in a state of confusion all day. Piled high on every side were boxes of merchandise, and lying along the river front barges loaded with freight. The Circassia was advertised to sail to-day for Glasgow, but it was impossible to get the freight on board in time. The entire crew was at work, and about a half dozen new men were employed. It was finally decided to postpone the date of sailing until Monday. At the uptown pier of the Anchor Line the steamer Elysia was loading for London. There were about forty men at work, but most of them were of the regular crew. Only nine new men were engaged at the new rates.

The steamer State of Pennsylvania of the State Line, which arrived on Thursday, was being discharged by the crew. No new hands were engaged. It is believed that the vessel will not be ready to sail May 8 unless new arrangements are made. About nine men at the new rates were employed.

The Guion Line employs some Italians, but without much success. The City of Richmond, of the Inman Line, was receiving freight in a comparatively lively manner. A number of young men, some old employés and the crew, were loading the vessel. The company advertised for new men. The crew of the French Line steamers was storing the cargo of the Canada. At the Atlas Mail Line the foreman said that fifty new hands were at work at the reduced rates. They represented all nationalities, including Germans and Italians. The Claribel was being discharged.

It was claimed by the representatives of the companies that they were obliged to reduce rates; that the present was a very dull season, and that there was a very lively competition for freight. Their profits were very light. In some instances the freight was received at a nominal rate so that the steamer could sail with the regular ballast. The strikers were confident that the companies would yield to their demands. Next week, they said, would be very hard on the companies because the steamers would have to be discharged and loaded. Nearly all the steamers were loaded this week before the strike occurred. Very few of the men appeared on the streets yesterday. They remained in their houses or sought for work elsewhere.

DISTRACTED WITH FAMILY TROUBLES.

ALBERT SATTLER, A GERMAN, SHOOTS HIMSELF AT HIS HOTEL.

A corner room on the top floor of Reinhardt's Hotel, at No. 2 Greenwich-st., yesterday morning, was the scene of a suicide for which no satisfactory cause is assigned. Albert Sattler, age fifty-six, a native of Calw, Württemburg, arrived here in the steamer Mosel, on Sunday last, as a second cabin passenger, and took a lodging at once at Reinhardt's Hotel. He was unknown to the proprietor, and had little or nothing to say to anybody except George Bummel, a fellow-passenger, to whom he frequently had complained on the voyage of dizziness. On Thursday Sattler told Bummel that he did not feel well, and wished to have his supper sent to him. He also told the proprietor Thursday evening to send up his breakfast the following morning. About 8 o'clock yesterday morning several persons in the house heard two reports of a pistol, but it does not appear that any effort was made to learn where they came from. When Sattler's breakfast was carried up to his room he was found lying on the floor, partly dressed, and dead. There were two bullet-holes in his forehead, from which the blood was still flowing. A pool of blood was on the carpet, and a heavy French revolver with two empty chambers was lying near at hand. Sattler was a large, gray-haired, heavily built man. In falling he had struck his head against the bureau, breaking in one of the drawers.

Coroner Woltman viewed the body during the morning, and without calling a jury, decided that the dead man caused his own death in the manner described. He took charge of the effects of Sattler, and carried them to the office of the German Society, at No. 13 Broadway, taking a receipt for them from the manager, Mr. Hoffman. There were found on Sattler's person the German Society's receipt for $1,150, deposited with it in the form of drafts on Schultz & Ruckgaber, bankers, at No. 42 Exchange-place; also 405 gold reichmarks, worth something over $100, a half franc piece, and 63 cents in United States coin, a fine open-face gold watch with chain and locket attached, and several papers and a letter.

Mr. Hoffman stated that Sattler called at the office to make his deposit April 29, which was the day following his arrival. At the time he asked Mr. Hoffman if he did not remember him. Mr. Hoffman could not recall him. Sattler then said that he was formerly cook at the Prescott House, and had seen Mr. Hoffman there. Mr. Hoffman said that Sattler began to allude to some trouble he had had in Europe in regard to taxes on his income, and also began to speak of family troubles, but stopped abruptly before going into any particulars. He was greatly surprised to hear of Sattler's death, and could not think what should have driven him to suicide. Mr. Reinhardt, who was clerk at the Prescott House while Sattler was its cook, said that Sattler was about fifty-six years old, and left New-York in 1861 to go to Germany. He was often much depressed on account of family troubles, having left his relatives behind on coming to America. None of the papers found on the person of the suicide suggest what disposition of his property he desired. The body was taken charge of by an undertaker and will be buried in one of the city cemeteries.

PROPOSED RAILROAD EXTENSION.

A published dispatch from Washington announced recently that Representative Newberry, of Michigan, in company with certain New-York capitalists had bought the Lafayette, Muncie and Bloomington Railroad connecting with the Wabash Road at Lafayette. A director of the Wabash Company pronounced the report premature. "Mr. Newberry has been here recently," he said, "and partly at least upon this business. No arrangement was concluded. We made Wednesday a written proposition to William H. Vanderbilt for the lease of one of his lines between Toledo and Detroit. The offer was to pay an annual rental of seven per cent on the valuation of the road. We represented the uselessness of building another line where there were already two lines and not business enough for those. Mr. Vanderbilt seemed surprised at the proposal, and asked for time to consider it. The matter was left in that position. Of course we shall not remain idle during Mr. Vanderbilt's deliberation of the question. If the offer should be declined, it is the intention of the Wabash Company to build an independent line between the two points. I am unable to say what course will be pursued."

THE NEW SUMMER GARDEN.

Messrs. Koster & Bial on Monday will open a new Summer Concert Garden in West Twenty-third-st, in what used to be Bryant's Opera House. The enterprise promises to be a successful one, and certainly the proprietors have done everything in their power to make it deserve success. They have brought over a conductor from Berlin, Herr Rudolph Bial, director of Kroll's Garden Theatre, who is peculiarly well-fitted to conduct such music as they will give, namely, waltzes and other compositions of a light character; they have engaged an orchestra which is made up of twenty-five of the best performers in the city; they have built a large, commodious and brilliantly-decorated music hall, and they have taken care to put the attendance under the care of one of the most efficient waiters in New-York. There will be a concert hall, a beer garden, bowling alleys, a shooting gallery, and other means of amusement, and the place is certain to be one of the pleasantest Summer resorts that we have.

A MUTUAL AID ASSOCIATION.

The Metropolitan Elevated Railway Aid Association was organized recently. Its chief object is to relieve the necessities of sick and disabled members, and to aid the families of deceased employés. As the New-York Loan and Improvement Company is closely connected with the Metropolitan Road its employés are admitted to all the benefits of the association by becoming members. Of the 1,500 employés of the two companies 160 have already joined the association. Meetings will be held on the second Sunday of each month, that day being chosen as the only one when all can attend. The initiation fee is $1 and the monthly dues are 25 cents. The following officers have been chosen: Geo. P. Davis, jr., President; M. J. Reed, First Vice-President; Chas. O. Richards, Second Vice-President; Allen S. Gookin, Treasurer; Edmund F. Bard, Secretary; Executive Committee, David W. Marshal, Eugene Wise, Geo. W. M. Leonard, John Hathaway, Wm. N. Esler.

The meetings are held for the present at Church and Thomas-sts. A hall in a more convenient locality will be secured.

CHARGES AGAINST CAPTAIN WILLIAMS.

Chief Clerk Hawley yesterday submitted to the Board of Police his report on the disturbance which occurred in his office on the last day of the recent trial of Captain Williams, in which the Captain made use of disrespectful language to M. O. Hallenbeck, the Complaint Clerk. On the strength of the report, General Smith moved that the Superintendent be instructed to prepare charges against Captain Williams for conduct unbecoming an officer. The motion was adopted unanimously.

HOW SAFE IS NASSAU-ST.?

In a little speech at a banquet given by himself at Delmonico's, Mr. Cyrus W. Field is reported as saying:

An apprehension has been expressed in some quarters that the New-York Elevated, stopping at the City Hall, would seek another extension down town by a road along Park-row and through Broadway, or through Nassau and Broad-sts., to the Battery. To all such apprehensions I answer that, in the first place, we have no right to go there; and if we had the right, I do not think we should wish to do so, for it is not demanded by the public, nor is it likely to pay.

A prominent business man of Nassau-st., on reading this, sent the following petition to Mr. Field, requesting his signature:

To the Honorable the Members of the Senate and House of Assembly of the State of New-York:

The undersigned, owners and occupants of property on streets situated in that portion of the City of New-York to the south of City Hall, respectfully submit:

That application having been made to your honorable bodies for permission to alter, extend or change existing routes, or to create new routes, for the elevated railroad corporations at present entitled to occupy certain of the streets aforesaid, and that such application having no warrant of public necessity, but being, on the contrary, a manifest attempt to benefit certain special interests by the virtual confiscation of much valuable property and the sacrifice of vast and varied commercial facilities; therefore,

We respectfully petition your honorable bodies not to legalize or enact any bill or scheme providing for the surrender to these corporations of any streets south of the City Hall other than those which they are now entitled to occupy.

And your petitioners will ever pray, etc.

New-York, April 28, 1879.

Mr. Field is said to have declined to sign the petition, on the ground that the statement that the application for privilege to use certain streets south of the City Hall had no warrant of public necessity was grossly untrue, as he could convince the committee of the Legislature in five minutes.

There seems to be some discrepancy here. Was Mr. Field's speech correctly reported; or is he correctly reported in his alleged refusal to sign the petition against the confiscation of Nassau-st.?

RAILWAY RATES AND PLANS.

EFFORTS TO MAINTAIN FREIGHT RATES.

ADJUSTING THE LIVE STOCK TRAFFIC.

The Joint Executive Committee of the trunk lines and Western roads yesterday discussed the subject of uniform rates on live stock shipments, and it was agreed that "all trunk line companies are to maintain their respective proportions of the tariff rates on cattle, based upon 60 cents from Chicago, as soon as the division of traffic shall be agreed upon." In the discussion which took place it was insisted that it was impossible to secure a maintenance of rates until there was an adjustment of the allotments of freights. As all the traffic reports were not in, it was decided to postpone the settlement of the question until Thursday at Cleveland. The representatives of the Western roads asked for a readjustment of east-bound freights, and a Committee of General Freight agents was appointed to meet in Chicago on May 14, to consider the subject. Letters were received from Charles Francis Adams, David A. Wells and John A. Wright, accepting the position of arbitrators in all questions of dispute. In the absence of the trunk line managers the vote on confirmation was postponed until the Cleveland meeting.

The general freight agents of the Trunk lines have issued an order, giving notice to the Western roads that full rates will be exacted from the date of the previous order, and that no rebates will be allowed on business since April 11, not excepting contract shipments, unless by the joint approval of the Trunk line and Western Executive Committees.

At the meeting on Monday there was an interchange of opinion on the claims of the Wabash Company for a mileage rate to St. Louis based on the schedule rates to Chicago. It is understood that the roads represented at the meeting favored the proposed reduction, with the exception of the New-York Central. The decision of this company was not expressed, and it was said to be probable that a favorable reply would be received from President Vanderbilt.

MR. VANDERBILT'S WESTERN TRIP.

HIS REPORTED CONTROL OF THE CHICAGO AND NORTHWEST AND LEASE OF THE CHICAGO AND ALTON ROADS.

The movements of William H. Vanderbilt in the West were freely discussed in financial circles yesterday. It was generally conceded that he had secured enough stock and proxies to obtain a foothold in the directory of the Chicago and Northwest Road at the annual election, which takes place at Chicago on June 5. This, it is claimed, will open up the granaries of Iowa and other Western States, and make the Chicago and Northwest Road an important feeder to the New-York Central. By this road it is claimed that the New-York Central also secures two more Chicago connections and a direct line to Omaha through the Iowa Valley. The friends of both William H. Vanderbilt and Jay Gould yesterday denied the reported alliance between them, and it was stated that Mr. Vanderbilt was operating to secure a long lease of the Chicago and Alton Road, which runs from Chicago to St. Louis, so as to obtain a St. Louis connection in place of the Wabash route, now in the combination which is endeavoring to organize a new Southern Trunk Line.

Those in a position to know stated that it would be difficult to secure control of the Chicago and Alton stock, as it was mostly held for investment, the bulk of it being owned in and around Norwich, Conn. It was thought that a lease might be arranged on a guarantee of permanent dividends on the stock, and of the interest on the bonded debt, but in no other way. It was argued that as the New-York Central fast train to St. Louis is now run over the Wabash Road, the new combination might break off this connection, leaving the New-York Central the alternative of running over the Bee Line from Cleveland, or to seek a new route by the Chicago and Alton.

No one could be found who is authorized to speak for Mr. Vanderbilt about his projects, and the only rumor that was officially recognized was his probable control of the Chicago and Northwest road.

REPORTED COMBINATIONS DENIED.

The published statement that the two roads had been consolidated under one management, has been denied by officers of the New-York and the Metropolitan Elevated Railroad Companies. It was said to be probable that a temporary arrangement would be made by the companies for a division of the receipts. Some such course was necessary in order to determine the compensation for the surrender by the New-York Company of its Pearl-st. line. The consolidation of the companies was impossible, because neither had the right to lease other lines. In regard to the Manhattan Company it was said that that company was formed by the former Commissioners of Rapid Transit to provide against failure by either of the present companies to build their lines. The two companies had subscribed equally for the stock of the Manhattan Company in order to prevent any interference with their rights. They had paid 5 per cent on the $1,000,000 stock, but had not kept up the corporation, which was now a mere shell. Its building right had expired long ago and the company was defunct. In regard to the right of the New-York Company to extend its line down Nassau-st. without further legislation, it was said that the routes laid down by the Commissioners of Rapid Transit could not be changed.

A RAILROAD WAR PROBABLE.

CHICAGO, May 2.—Commissioner Fink, of the trunk lines, having ordered the Chicago railroads to charge full rates on business through to Mississippi River points, and the roads having refused because they claim that would give all the business to St. Louis, the commissioner summoned a meeting of the trunk lines and pool line managers, and with them decided that his orders must be complied with or business would be diverted from Chicago. The Chicago roads are firm in their determination and a sharp war is likely.

A COMPLIMENT TO CARL ZERRAHN.

BOSTON, May 2.—The Oratorio of Elijah was performed by the Handel and Hayden Society at Music Hall this evening, as a testimonial to Carl Zerrahn at the close of his twenty-fifth year as conductor of the Society. A gold medal and other gifts were presented by the Society to Mr. Zerrahn. Miss Emily Winant, of New-York, made her début as an oratorio singer with success, her rendering of "O rest in the Lord," being encored.

FIRE IN A PAPER WAREHOUSE.

A fire which broke out at 2 o'clock yesterday morning was in the paper warehouse of Michael Russell, No. 30 City Hall Place. It burned two hours, but was confined to the premises of Mr. Russell, who estimates his loss at $19,000. This is the second time Mr. Russell's place has been burned.

A young Scotchman at Aldershot fell ill, and was sent to the hospital. A bath was ordered. It was brought into the chamber where the invalid lay. He looked at it hard for some time, and then he threw up his hands and bawled, "Oh, doctor, doctor, I canna drink a' that!"

HOME NEWS.

THERMOMETER YESTERDAY AT HUDNUT'S, NO. 218 BROADWAY.

9 a. m., 47°. Noon, 49°. 3 p. m. 51°. Midnight, 43°.
Highest during the day, 51°. Lowest, 41°.
Average, 45¾°. Same day, 1878, 63½°.

PROMINENT ARRIVALS.

Brevoort House—Charles Francis Adams, jr., of Massachusetts, and William Hamersley, of Hartford..... *New-York Hotel*—Beverly Tucker, of Virginia, and Congressman Thomas M. Gunter, of Arkansas..... *Hoffman House*—Professor W. G. Sumner, of Yale College..... *Park Avenue Hotel*—Controller Frederic P. Olcott, of Albany..... *Fifth Avenue Hotel*—Judge Theodore Miller, of the New-York Court of Appeals..... *Windsor Hotel*—H. B. Hurlbut, of Cleveland, and Assemblyman H. L. Duguid, of Syracuse..... *St. James Hotel*—Senator W. W. Rockwell, of Glen's Falls; Assemblyman George L. Terry, of Sandy Hill, N. Y., and Insurance Superintendent John F. Smyth..... *St. Nicholas Hotel*—Commander A. P. Cooke, U. S. A..... *Buckingham Hotel*—Congressional Librarian A. R. Spofford..... *Astor House*—The Hon. Heratio C. Burchard, of Illinois..... *Everett House*—Professor C. M. Mead, of Andover, Mass..... *Clarendon Hotel*—Mrs. Scott-Siddons..... *Metropolitan Hotel*—Senators Dolphus S. Lynde and James H. Loomis, and Assemblyman Daniel W. Peck..... *Coleman House*—General John C. Robinson, of Binghamton, N. Y.

NEW-YORK CITY.

Ecru leather belts and chatelaines are novelties at Altman's.

The Richelieu striped hose are still in favor this Spring for ladies and children.

Ecru and plum color are favorite combinations this Spring for street and evening costumes.

The Board of Aldermen yesterday voted to renew the lease of the 71st Regiment Armory, for two years at $8,000 a year.

The concert for the benefit of the Szegedin Relief Committee will take place this evening at Steinway Hall.

Messrs. A. C. Armstrong & Son, the Publishers, are now ready for business at their new store, No. 714 Broadway.

About two hundred men yesterday began canvassing for the City Directory for 1879-'80, which will be published June 20.

John Smith, age thirty-five, of No. 195 West Eleventh-st., died at St. Vincent's Hospital yesterday from the effects of handling poison ivy, two years ago.

The "Directoir" bonnet is the prevailing shape at present, but smaller ones will be worn as the season advances. The large bonnet is very heavy, and not pleasant to wear.

Controller Kelly's monthly debt statement shows the bonded debt of the city on April 30, less the sinking fund, to be $119,032,922 10. The cash in the city treasury was $3,559,129 85.

The receipts for funding certificates yesterday at the Post Office were $105,000. The sale will continue until June 17, and at that time the remainder, if any, will be handed over to the Syndicate.

The total number of immigrants arriving at Castle Garden in the week ending yesterday was 2,951. Of this number 138 were Mormon immigrants who arrived on Thursday on their way to Utah.

An unknown man committed suicide yesterday morning by jumping from the ferry-boat Superior, of the Roosevelt Street Line. He was about fifty-five years of age, was dressed in dark clothes, and had a long gray beard.

The firm of Tefft, Truesdell & Field, provision merchants, has been succeeded by Field, Lindley & Co. Mr. Cyrus W. Field becomes a special partner, and D. H. Lindley, late of Jesup, Paton & Co., an active partner in the firm.

The interest on the bonds of Jersey City, which was due Thursday, was paid, with the exception of that due on the bonds held by the Importers and Traders' National Bank and the Equitable Life Assurance Society, both of New-York.

The Life Saving crews on the Long Island coast which have been on duty since September last, have been withdrawn for the season. The men all live near the coast, and in case of a wreck in the Summer will be on hand to render assistance.

The New-York and Long Island Bridge bill, as amended, provides that the bridge shall be begun under contract for the entire structure within two years from the passage of the act, and shall be completed on or before June 1, 1885.

Secretary Sherman yesterday visited the Sub-Treasury, where he received calls from Collector Merritt, Postmaster James, Henry P. Vail, president of the National Bank of Commerce, and many others. He will leave the city this morning, probably, for his home in Ohio.

A fact which many ladies are not aware of is that the striped moire so much used in combination with other handsome materials is very perishable. The moire stripe is pressed in with a hot cylinder, which makes the threads very brittle, so that the slightest strain breaks them.

The anniversary service of the New-York City Mission and Tract Society, will be held May 8, at 3:30 p. m., in the Broadway Tabernacle, at Sixth-ave. and Thirty-fourth-st. Addresses will be made by the Rev. G. S. Plumley, the Rev. Dr. L. D. Bevan, and the Rev. E. A. Reed.

The Post Office received information yesterday of 500 business removals below Canal-st., and of 400 above that street. On Thursday about half as many similar changes were made. Postmaster James reports that there have been more changes this year than in any previous one.

William Grumin, of No. 246 West Thirty-second-st., was arrested yesterday on a warrant charging him with resisting a deputy collector of revenue in the discharge of his duty while destroying stamps on empty cigar boxes. United States Commissioner Shields held Grumin in $500 bail for examination.

A man who registered his name as J. E. Pollock, jr., city, committed suicide at Smith & McNeil's Hotel, at No. 199 Washington-st., yesterday. He had attached a rope to a hook in the wall and had hung himself. He had been at the hotel several times before, and had sometimes given his address as Harlem. No cause could be assigned for the act.

A stranger well dressed, but apparently very sick, entered the New-York Hospital yesterday afternoon and asked for attention; within half an hour he died. He was found to be Alexander P. Miller, a clerk in the Post Office, who resided at No. 8 Perry-st. Mr. Miller was forty-three years of age, and had been a clerk in the Post Office for twenty-seven years.

A lady keeping a boarding-house on Twenty-third-st. has met with hard luck. Two boarders eloped, leaving unliquidated bills; another boarder became famous in the police court; another boarder plundered adjoining rooms and pawned $500 worth of watches; another boarder made love to her, borrowed $300 of her and decamped; and all in a week. The moral perhaps is, don't keep a boarding-house.

It is reported that Governor Robinson has postponed the time for an answer to the charges against Sheriff Reilley until Friday, May 16. A. J. Vanderpoel, of counsel for Sheriff Reilley, stated yesterday that the examination had been postponed because Judge Shipman, who was associated in the defence, was compelled to be in Virginia on the day first set for the examination. Of the particular line of defence, Mr. Vanderpoel declined to converse, as he had not yet submitted it to Judge Shipman.

The New-York Elevated Railway, under a clause in its charter directing the payment to the Controller of 5 per cent of its net receipts, has only made two large payments. For the quarter ending January 1, $3,186 63 was paid, and for the quarter April 1, $6,484 87. The company set aside $30,000 on January 1, the amount of taxes due the city under the assessment as real estate, which will be paid to the Controller if the courts finally decide that the structure of the road is real estate.

The congregation of the English Lutheran Church of St. James, in East Fifteenth-st., between Second and Third-aves., by a unanimous vote, has called the Rev. Dr. S. A. Ort to fill the pulpit made vacant by the resignation of the Rev. Dr. A. C. Wedekind. The installation of Dr. Ort will take place at 7:15 p. m. to-morrow. The president of the Synod, assisted by a number of the prominent pastors of the English Lutheran Church, will conduct the exercises. Messrs. Schmeraahl and King, the organists, assisted by male singers, will furnish the music.

At the competitive examination, under Civil Service rules, for appointment in the Customs Service, twenty-nine applicants yesterday presented themselves at the Custom House. Among the candidates was a colored man, the first one who has been examined. Few visitors were present during the day. Among them were George William Curtis and Collector Merritt. Another examination will be held to-day. These examinations will continue until all applicants for position have been examined.

Officer Hackett, of the Ninth Precinct, arrested William E. Lassett on Wednesday night for drunkenness. He was arraigned Thursday in Jefferson Market Police Court, and being asked what he had to say, exhibited a ticket for Washington. "What do you work at?" asked the Judge. "I am a lawyer, your Honor." "A lawyer!" "Yes, your Honor—and a very poor lawyer at that." Finally the Judge let him go, doubtless reflecting that there were 250 lawyers in the present Congress, and one lawyer more in Washington wouldn't increase the apparent crowd, even if he described a Virginia fence on Pennsylvania avenue.

The Anthracite Coal Association has been dissolved. It was composed of the Delaware, Lackawanna and Western Railroad Company, the Delaware and Hudson Canal Company, J. Langdon & Co., and W. L. Scott & Co. It managed the joint coal business of the several companies in the Western markets. The Delaware, Lackawanna and Western Railroad Company has issued a circular recently announcing the termination of the contract, and appointing in its own behalf agents for the interior and Western markets. All the coal sales of this company, except retail sales, will be made hereafter in gross tons.

E. N. Crow, an expressman, of No. 140 Varick-st., agreed yesterday to remove the household effects of Raphael Buckman, a wholesale cloth merchant, from No. 23 West Forty-fifth-st. to the upper end of the island near High Bridge. The last load was on its way last evening when, as it was drawn along Eighth-ave., near One-hundred-and-fourth-st., smoke was observed issuing from the furniture piled high upon the truck. In a few moments the load was in a blaze. The horses were quickly detached, and a fire engine summoned, but before water could be turned on, the furniture, valued at more than $2,000, was ruined. The police said the cause of the destruction must have been "fire left in a stove" that was in the load.

When gloom and despondency prevailed among the cotton brokers some months ago, because of depressed markets, J. M. Scott, a broker, of No. 111 Pearl-st., remarked that when cotton sold at 12 cents "at the calls," he would present to E. R. Powers, the superintendent of the Cotton Exchange, an ivory gavel. The markets have since improved until Mr. Scott was obliged to fulfil his promise yesterday. The gavel was presented with the congratulations of the members after the close of the Exchange. It represents a miniature bale of cotton, bound with six silver bands, clasped with the patent cotton tie buckle. It weighs about five pounds.

Still a gloomy, sad, sullen Spring. Nothing genial and hearty in the sunshine; clouds diffusive and sombre; air chilly. The wise man retaineth his flannels; the imprudent man goeth about and lamenteth his folly. The premature leaflets curl up and shrink away; the first flowers shiver and wither and wish they had stayed abed. All gracious influences seem frozen up; the benignant moon and the prophetic woodchuck have both missed fire. The grate in the back parlor is a welcome luxury. May is still March; but it cannot be long before this city will plunge precipitately into the sweltering days where it will lie and gasp for breath.

Further suggestions yesterday were laid before the sub-committee on cheap and rapid transit in New-Jersey, now in session in Cortlandt-st., by residents of New-Jersey. These suggestions all demand cheaper fares and changes in the present system of monthly tickets. A letter from Rutherford, N. J., demands that the railroads reduce commutation and monthly fares to old rates, and sell tickets in packages of 100 for $10 or $12. A letter from Westfield suggests that the railroad companies, in addition to their present arrangements, issue fifty trip tickets for family use, at the rate of about two cents a mile. The Northern Railroad of New-Jersey has promised to reduce its fares 25 per cent. The Erie Railroad sent notice that it was arranging to run ferry-boats at ten minute intervals, instead of fifteen minutes, after June 1.

BROOKLYN.

In April $5,092 25 was paid into the City Treasury on the account of licenses.

The Grand Jury yesterday called attention to the inadequate means of ventilation provided in the County Court House, alleging the court rooms were "unfit for human beings to inhabit for even a short period of time."

The chapel of the Brooklyn Juvenile High School was well filled with ladies and gentlemen yesterday afternoon, the occasion being the twenty-fifth anniversary of the establishment of the institution. Miss A. S. Dobbin and Miss S. E. Rogers, the founders of the school, were congratulated heartily on their success. Among others present were the Rev. Noah Hunt Schenck, who presided, the Rev. E. P. Ingersoll and Mr. Libby, of the Brooklyn Board of Education. Just before the close of the exercises, Dr. Schenck presented to Miss Dobbin and Miss Rogers $500, which had been subscribed by a number of friends for that purpose.

NEWARK.

William Clark, of the Clark Thread Company, is building a residence in Mount Prospect-ave., which will probably be the most costly private building in Newark.

A meeting of the Moore Centennial Association was held last evening to make arrangements for the proper celebration of the Moore centennial anniversary, on the evening of May 28.

HUDSON RIVER COUNTIES.

Mr. KISCO.—By the advice of ex-Judge Robert S. Hart, of Mt. Kisco, Mrs. Emma A. Fancher, wife of Samuel B. Fancher, formerly of Poundridge, and her mother, Mrs. E. A. Hitt, appeared before the Grand Jury of Westchester County in the course of its late sessions and testified that the daughter had been the victim of an abortion produced by her husband, and Jefferson B. and Elizabeth Fancher, his father and mother. The husband and wife are now separated and he refuses to give her support. The accused persons pleaded not guilty. Bail was fixed at $2,000 each, in default of which the prisoners were locked up. The male prisoners are shoemakers; the son is twenty-three years of age and his wife twenty.

POSTSCRIPT

3:45 a. m.

LATEST FOREIGN NEWS.

THE ATLANTIC AND GREAT WESTERN LINE.

LONDON, Saturday, May 3, 1879.

The promoters of the project to oppose the leasing of the Atlantic and Great Western Railway by the Erie Railway Company, announce that so many adhesions have been received that Sir Henry Tyler, Sir Charles Young and Captain Douglas Galton have already consented to act on the committee to carry out the scheme, relying on the requisite majority being secured.

THE BOERS PEACEFUL.

LONDON, Saturday, May 3, 1879.

Sir Bartle Frere telegraphs that with the exception of a small but very violent minority, the Boer leaders appear generally open to reason.

THE GERMAN TARIFF.

BERLIN, Saturday, May 3, 1879.

Herr Delbrück is particularly opposed to the proposed duties on cotton yarns.

DR. BUTT AGAIN IN DANGER.

LONDON, Saturday, May 3, 1879.

Dr. Butt has again had a relapse, and his condition is most precarious.

[*For other Foreign News see First Page.*]

TELEGRAPHIC NOTES.

THE COLONELCY OF THE NEWPORT ARTILLERY.

PROVIDENCE, R. I., May 2.—Colonel George R. Fearing having accepted the Colonelcy of the Newport Artillery, was received with marked enthusiasm by the company this evening.

TO WELCOME GENERAL GRANT.

HARRISBURG, Penn., May 2.—A resolution was adopted in the House to-day by a strict party vote authorizing the appointment of a joint committee to welcome General Grant, upon his arrival in this country, in the name of the Commonwealth of Pennsylvania, provided that there shall be no expense to the State.

THE MEDICAL CONVENTION AT ATLANTA.

ATLANTA, Ga., May 2.—The Convention of American Medical Colleges met here to-day. Dr. Gross, of Philadelphia, was elected president, and Dr. Loring, of Columbus, O., secretary. A discussion on the higher education of students lasted all day. The convention adjourned sine die.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

TO-DAY.

Sun rises.....	4:56	Sun sets..... 6:58	Clock slow 3m. 14s.
Moon sets.....	2:57	Moon south. 9:53	Moon's age, days 12

HIGH WATER TO-DAY—A. M.

Sandy Hook..	4:50	Gov. Island.. 5:11	Hell Gate..... 7:00

HIGH WATER TO-DAY—P. M.

Sandy Hook..	5:15	Gov. Island.. 5:45	Hell Gate..... 7:34

SUNDAY.

Sun rises.....	4:54	Sun sets..... 6:59	Clock slow 3m. 21s.
Moon sets.....	3:36	Moon south. 10:48	Moon's age, days 13

HIGH WATER SUNDAY—A. M.

Sandy Hook..	5:45	Gov. Island.. 6:03	Hell Gate..... 7:52

HIGH WATER SUNDAY—P. M.

Sandy Hook..	6:11	Gov. Island.. 6.37	Hell Gate..... 8:26

SHIP NEWS.

PORT OF NEW-YORK.....May 2.

ARRIVED.

Str City of Chester (Br), Brooks, Liverpool April 22 and Queenstown 23, to J G Dale.

Str Gellert (Ger), Kohlewein, Hamburg April 15 via Havre 19, to Kunhardt & Co.

Str Claribel (Br), Webster, Aux Cayes April 9, Jacmel 12, Gonaives 17, St Marc 18, Portau-Prince 19, and Kingston 24, to Pim, Forwood & Co.

Str City of Columbus, Nickerson, Savannah 3 days, to Geo Yonge.

Str Charleston, Berry, Charleston 2 days, to J W Quintard & Co.

Ship John Patten (of Boston), Hall, Bremen 44 days, with empty barrels to Vernon H Brown & Co.

Bark Bergliot (Nor), Melberg, Taganrog Nov 22, via Gibraltar Mar 3, with wool to Wood, Parson & Co, vessel to master.

Bark Giulio (Ital), Romano, Palermo 60 days, with mdse to Lauro, Storey & Scarpati.

Bark Sandrik (Swed), Hogstrom, Bremen 48 days, with empty barrels to order; vessel to master.

Bark Michele Picasso (Ital), Penco, Cagliari 51 days, and Gibraltar Mar 17, with salt to A Ginnobe.

Bark Kate Metsch (of Halifax), Fraser, Pouen 38 days, in ballast to J F Whitney & Co.

Bark Germania (Port), Pillica, Oporto 33 days, in ballast to Hagemeyer & Brunn.

Brig Ivanhoe (of Parrsboro, N S), Kirkpatrick, Calbarien 6 days, with sugar to order; vessel to J F Whitney & Co.

WIND—Sunset—At Sandy Hook, light, N NW; clear. At City Island, the same.

CLEARED.

Strs John P Best (Br), Hayden, London, Henderson Bros; Octorara, Reynolds, Baltimore, J S Kreme; Vesper, Hall, Wilmington, Del, A Abbott.

Ship Transit, Hagen, Bremen, Thomas Dunham's Nephew & Co.

Barks Blenfaeteur (Fr), Hubeau, Pernambuco, W H Crossman & Bro; Bella (Br), Johnson, Valparaiso; Fabbri & Chauncey; Maria Louise (Fr), Adam, Marseilles, Benham, Boyesen, Pickering & Co; Pugo (Fr), Amiest, Gibraltar for orders, Jas Henry; John Reed (Br), Bartling, Rangoon, Penning & Lingapore; Johanna (Ger), Meinders, Balna, Funch, Edye & Co; Benefattore (Aust), Duimich, Feramp, Slocovich & Co; Leonard (Russ), Petrel, Copenhagen, Funch, Edye & Co.

Brigs Nellie (Br), Rood, Limerick, Perkins & Co; Orbit, Nash, Ponce, P R, J de Rivera & Co.

FOREIGN PORTS.

LIVERPOOL, May 2.—Arr strs Altmore (Br), from Boston; Neba, from Portland; str Victoria, from Boston for this port, passed Crookhaven to-day.

Sailed, str Bohemian, for Boston.

QUEENSTOWN, May 2.—Arr strs Gallia and Wisconsin, both from New-York for Liverpool.

Sailed, str Britannic, for New-York.

LISBON, May 2.—Sailed 25d ult, Giuseppe Quinto, for Philadelphia; 26th ult, Dictator, for New-York; St Andrea; 29th ult, Primo, Hendrick Onness, Giacomo Mortola, Marco Polo, Amelia, Borchild, the latter for Baltimore; Bergenseren; 30th ult, California, both for Philadelphia; Antonio Accame, for New-York; Grad Zagreb, for New-Orleans; Embla, Bergitta, Caledonia, Ran Mazurazic; 1st inst, Straisund, Low Wood; 2d inst, Ryno, the latter from Liverpool for Gloucester.

Arr 25th ult, Mattie W Atwood; 28th ult, Alhambra, Nina Sheldon; 29th ult, Aquila, Harzburg; 30th ult, Alphonse et Marie No 2, Charlotte, Helena, Signe; 1st inst, Hugh, Kinburn, Virginia, Emilie; 2d inst, Gleneida, Rozella Smith, Tropic, Recovery, Restituta Madre, Boomerang.

Announcements.

Relief in asthma is surely given by JAYNE'S EXPECTORANT.

If you wish to get rid of your cough use POWER'S COUGH BALSAM. 25, 50 and 75 cents.

CHEST, LUNG AND THROAT DISEASES, Emaciation and scrofula can be completely cured by using PHILLIPS' PALATABLE COD LIVER OIL in combination with PHOSPHO-NUTRITINE. All druggists. Depot, 2 Platt-st.

TOWER CLOCKS MADE BY E. HOWARD & CO. During the last forty years have proved themselves to be the most reliable ever made in any country. They are made in the best manner, and will give satisfaction to the most fastidious timekeeper.

LAME BACK! KIDNEY DISEASE! Benson's Capcine Porous Plasters will relieve and cure. A great improvement on the ordinary porous plasters. Prop'rs received highest and only awards at both the Philadelphia and Paris Expositions. Ask physicians in your own locality about it. It possesses wonderful merit. Sold by all respectable druggists.

SMITH'S HOMŒOPATHIC MEDICINES are the standard preparations, and indorsed by all HOMŒOPATHIC PHYSICIANS. Cases, with directions for family use, at ONE DOLLAR and FIVE DOLLARS. Sold by all druggists.
SMITH'S HOMŒOPATHIC PHARMACY, No. 107 FOURTH-AVE.

CURE FOR CONSUMPTION. Use WINCHESTER'S HYPOPHOSPHITE of LIME and SODA. For Consumption, Weak Lungs, Coughs, Asthma, Bronchitis and General Debility, it is an acknowledged specific Remedy, proved by 20 years' experience. Try it. Price $1 and $2 per bottle. Prepared only by WINCHESTER & Co., Chemists, Sold by druggists. No. 36 John-st., New-York.

LABORATORY of NATURE.—Assabel-Waukesha Mineral Spring Water or death! Physicians in London, Paris, Vienna, Berlin and other European cities were employed eighteen months without success to cure chronic inflammation of the bladder terminating in Bright's disease of the kidneys and dropsy. They prescribed all the reputable mineral spring waters during their treatment. The lady returned to New-York and employed our medical professors, with other mineral waters for months without relief, when she commenced the ASSABEL water without other treatment, and was cured in less than a month. As this is a type case presented daily, deaths should certainly be prevented by the use of such a wonderful natural preparation.
Urinary analysis, physician's advice and book free. Depot, 291 Broadway, New-York.

CONS