A STEAMSHIP IN PERIL.

FIRE ON THE CITY OF RICHMOND.

EXTINGUISHED SO QUIETLY THAT FEW OF THE PASSENGERS KNEW OF IT.

The steamship City of Richmond, of the Inman Line, which arrived in this port on Friday, narrowly escaped a calamity on the third day after leaving Queenstown. It has become the practice of the ships of this line upon their voyage to New-York to fill the lower between decks with coal so as to avoid the necessity of laying in a supply of fuel here. After the bunkers are emptied they are refilled from this store. But there is always danger, it is said, unless great care is exercised, that coal in such a great quantity will heat and take fire of itself. Such appears to have been the case on the City of Richmond. On the third day out smoke was observed issuing from between-decks. There was also, a faint smell of either burning coal or charred wood. Captain Coudron prevented any alarm among the passengers. A copious stream of water, turned on the hidden fire, soon extinguished it, and few of the passengers learned of the incident. Several who were seen last night insisted that nothing had happened to mar the pleasure of their trip. With the exception of a fog which lasted only a portion of one day, they had enjoyed excellent weather throughout. So carefully was the secret kept that Commissioner John D. Crimmins, of No. 40 East Sixthy-eighth-st., who was one of the passengers on the steamer advised a reporter of THE TRIBUNE to cease all inquiry because the thing was simply impossible.

Inquiry at the Inman Line offices in Broadway, however, elicited a prompt and straightforward statement of the facts. Mr. Floyd, who had a long conversation with the captain of the vessel, said that the latter reported the incident and appeared to be glad that the result had been so fortunate as it was. "I asked him," said Mr. Floyd, "if he expected to make a requisition. 'No,' was the answer, not a penny. She is not damaged in any way whatever.'" A visit to the steamship showed this statement to be correct. There is no indication to be seen of the peril through which the vessel passed.

Walter Burnham, of Hyde Park, Ill., was a passenger on the steamship. He at first expressed a reluctance to tell anything of the fire, but afterward said: "Since you learned from another person that there was a fire on the City of Richmond I am willing to tell all I know about the matter. About 5 o'clock on Sunday morning when we were perhaps 1,100 miles from Queenstown, I was awakened by the noise of voices and the hurrying steps of men on deck. Hastily throwing about me my overcoat I went on deck to learn the cause of the disturbance. Judge of my surprise to see clouds of smoke beginning to rise from the hatchway in the after part of the steerage passenger's deck. A fire at sea is not a pleasant feature of an ocean voyage, but at first I did not think there was any cause for serious alarm, nor did the captain, evidently. The watch had been called and an attempt was made to extinguish the fire without using the appliances that would be necessary if a large fire was apprehended. The hose used for the purpose of washing the decks was brought into requisition, but there was considerable difficulty in making the connection. Men were sent below to put out the fire, and remained so long, the volume of smoke in the meantime increasing, that the danger of a conflagration seemed imminent. The captain then ordered out the entire fire service, and for a time the outlook was not encouraging. Still there was no panic. I was the only passenger that seemed to have been disturbed and as soon as it appeared necessary for the captain to take such urgent measures to extinguish the flames I went back to my room, first calling my friend, Mr. Tinker, of the firm of Root & Tinker, to whom I explained my reason for so doing, and I also called two young ladies without any explanation and then went to my room and dressed.

"As soon as my friends and I were ready to go on deck we did so, and then we were the only passengers there. Apparently the officers had called no one, nor warned them of any danger. After we had been on deck a short time the men began to return from the scene of the fire, their faces and clothes blackened. In about twenty minutes from the time when the captain appeared to realize the extent of the danger the men had all returned from the hold and the fire was apparently out. So quiet was the affair kept that only my friends and myself seemed to know to how great a danger the ship and passengers had been exposed.

"So far as I was able to learn two causes for the fire were advanced. One officer whom I questioned told me that there had been spontaneous combustion of coal—an occurrence, he said, that was not infrequent on an ocean steamship. Another officer, seemingly equally well-informed about the fire, said that the wooden sheathing near the boiler-room had caught fire. My own impression is that it was wood and not coal that was burning, and this impression I formed from the smell which the burning produced and the implements used to put out the fire. I wish you would add that it gives me considerable pleasure to say that if I were to be subjected to another fire at sea I would be glad to have such efficient officers in command as those on the City of Richmond."

A LONG-DELAYED REPORT FINISHED.

THE INVESTIGATION BY THE COMMISSIONERS OF ACCOUNTS OF THE COUPON FRAUDS.

The Commissioners of Accounts finished last evening their report of the frauds and the general system of accounting in the Finance Department. It will be handed to the Mayor to-morrow. The Commissioners have been engaged on this supplemental examination for more than three months. During this time they have had the assistance of ten competent accountants. More than one million papers, vouchers, etc., have been examined. Voluminous tables have been prepared, and the totals will appear in the report. The investigation has gone back more than ten years, to the time when Richard B. Connolly was controller. It has been ascertained that there were over-payments of interest on coupons as far back as that time, although they were for several years small in amount. It has been learned also that the over-payments extend over the period covered by the administrations of Controllers Connolly, Green, Kelly and Campbell. For several years, however, in fact until 1879, the defalcations were comparatively small. The double payments of coupons were confined almost exclusively to what is known as the $15,000,000 Belmont loan, contracted during the administration of Controller Connolly. The bonds issued for this loan were all coupon bonds, and comprised park, dock, and tax relief bonds and city stock.

The former report of the Commissioners of Accounts only covered a period reaching back from August, 1882—when William B. Carroll died—to 1879. This later report covers the time from the issuance of the coupon bonds to the date of the report. The report will explain in detail how the frauds were committed. This was given in the former report and has been printed in THE TRIBUNE. The Commissioners reject the counterfeit bond or coupon theory, and give good reason for their action in this respect. The report will be confined chiefly to the interest account, although it will contain briefly an analysis of the city debt and the bonds which represent it. The system of bookkeeping in the Finance Department is sharply criticised, and various improvements are suggested. The former report of the Commissioners of Accounts gave the amount of the defalcation at $169,000. The additional frauds will fix the amount considerably higher, although it will probably not reach $200,000. The report will probably be made public soon after it has been lodged in the hands of the Mayor.

District-Attorney McKeon has designated November 13 as the day for the trial of Ira C. Bellows, who is accused of complicity in the Water Bureau frauds. Mr. Bellows is said to be still in the city and anxious for a trial. Commissioner H. O. Thompson had a conversation with Assistant District-Attorney Vincent yesterday in reference to the Grand Jury's investigation. Many witnesses remain to be examined, and the investigation may continued for several weeks.

CRASHING INTO A FERRY-BOAT.

The ferry-boat Superior, running from Roosevelt-st., this city, to Broadway, Brooklyn, was run into yesterday morning by the tug-boat James A. Langton. The collision occurred at an hour when the number of passengers was comparatively small, and no one was injured, although the bow of the tug-boat crashed through the side of the gentemen's cabin, passing through the fenders, facing, plank-sheer, lining and room deck planks, about ten feet ahead of the wheel. The damage to the ferry-boat was estimated at $300. Workmen were at once set at work repairing the boat, which, it was said, would be in order to-morrow. The tug-boat was not injured.

E. D. Chappell, superintendent of the ferry company told a TRIBUNE reporter in the afternoon that he was a passenger on the Superior when the accident occurred and gave the following account of the collision: "The Superior left her slip in Brooklyn and ran down on that side of the river until she was between Catherine and Fulton ferries, where she lay to, waiting for another boat to leave the Roosevelt-st. slip. This was about 11 o'clock. When the slip was clear she headed across the river and had proceeded about one-third of the distance when the pilot, Richard Stillwell, saw the tug-boat and blew one whistle, as required by law, indicating to the tug-boat that she was to go under the stern of our boat. As no response was received the pilot blew a second whistle and still received no answer. The third whistle aroused the captain of the tug-boat, who had not made the slightest show of heeding our signals. We then stopped and backed, but it was too late; the tug was coming straight for us at the rate of eight or nine miles an hour. The Superior is practically a brand new boat, having been remade last December. I called the tug-boat to the dock and asked the captain what he meant by running into us. He replied that he was looking for a hail and did not see us. He owned the boat that he commanded."

A RETIRED MERCHANT HELD FOR LIBEL.

Royal Ball, a retired merchant, sixty-two years old, who has an office at No. 189 Broadway and lives at Woodside, L. I., was taken to the Tombs Police Court yesterday by Officer Gardner, of the Court Squad, who arrested him on a warrant charging him with libel. The complaint is made by Gustave A. Edler, an insurance agent at No. 165 Broadway, who also lives in Woodside, and is based on a letter written, as alleged, by the defendant to the plaintiff on July 17, of an obscene character. It refers to Mr. Edler's wife, to whom he was married about a year ago, and speaks of her in terms derogatory to her character. Mr. Ball entered a plea of not guilty and was held in $300 bail for trial in the Court of Special Sessions. The required surety was given.

A YOUTHFUL HUSBAND CAUSES ANXIETY.

Mrs. Amelia Bodner, who said she was forty-three years old, went to Police Headquarters yesterday and declared that her husband, Marcus Bodner, age nineteen, had been abducted and probably murdered. They came to this country from Griebow, Austria, about three months ago. Mrs. Bodner formerly was a widow, and owned a cottage in her native town. Bodner, who is a barber, married her last year, and by that means raised himself from poverty to a position of comparative affluence. To prevent her youthful husband from being compelled to perform military duty, Mrs. Bodner sold her cottage for $800 and took him to New-York. She fitted up a barber-shop for him at No. 119 Division-st., at a cost of $250, and he began business, intending to earn a living and make a fortune. As they were distrustful of savings banks, Bodner invested part of his wife's remaining money in a diamond pin and a gold watch and chain, which he wore. He also carried $300 in his pocket. At 5 a. m. on Thursday Pincus Spanier, a cousin of Bodner, went to the barber-shop and said that a tailor named Klein, lodging at No. 77 Suffolk-st., was ill and needed cupping. Like most German barbers, Bodner knew something of the practice of surgery, and he hastily answered the summons. He did not return. Mrs. Bodner searched in vain for her husband and her missing property. She told the police yesterday that Klein had not been ill, and that Pincus Spanier refused to tell why he had called Bodner on Thursday morning. She thought her husband had been decoyed away from home for purposes of robbery, and that he had been murdered. She demanded the arrest of Klein and Spanier. The police did not agree with her. They thought that Bodner probably had run away from his wife, and that his relatives in the city knew where he had gone. At No. 77 Suffolk-st. it was said that Bodner was there on Thursday morning, and that he said he was going to the Deborah Nursery to cut the hair of several children. At the nursery it was said that Bodner cut the children's hair several weeks ago, and that he had not been there since. Mrs. Bodner said that she paid $15 to a lawyer, who promised to find her husband, and she was penniless when she applied to the police for aid.

CONDEMNATION AND APPROVAL DIVIDED.

Fire Commissioner Purroy yesterday presented to his colleagues a report upon a recent controversy between Mr. Findlay, counsel to the Board, and Inspector Esterbrook, of the Bureau of Buildings. The difficulty was in regard to a violation of the Building law committed by Alderman Duffy last year. Mr. Duffy built four dwelling-houses at Fourth-ave. and Seventy-seventh-st. His plans were filed in May, 1882, but the buildings were not constructed according to the plans, and Inspector Esterbrook discovered that wooden girders had been used where the law required iron girders. The case was put into the hands of Mr. Findlay for prosecution, and he recently obtained a judgment against Mr. Duffy. Although Mr. Duffy is obliged to pay a fine for violating the law, Inspector Esterbrook has been obliged to begin new proceedings in order to have the violation removed by the substitution of iron girders. Two of the houses have been sold by Mr. Duffy in the meantime, and suits will have to be brought against the purchasers. Inspector Esterbrook found fault with Mr. Findlay's action in suing for the penalty instead of for the removal of the violation. He also thought that Mr. Findlay was to be blamed for permitting the sale of the houses to innocent purchasers.

Mr. Purroy reported yesterday that Inspector Esterbrook's zeal in enforcing the law had led him into mistakes. Mr. Findlay's method of proceeding against Mr. Duffy was correct from a legal standpoint, he thought, and the delay in the case was unavoidable. The persons who purchased two of the houses must have known of the suit against Mr. Duffy and of their own responsibility in the future. Regret was expressed that Mr. Findlay and Mr. Esterbrook had misunderstood each other. While each was to be commended for the part taken by him in enforcing the law, Mr. Purroy thought both had erred in making accusations which could not be supported. Commissioners Van Cott and Gorman voted to adopt the report.

NATIONAL GUARD NOTES.

The 8th Regiment, under command of Colonel George D. Scott, will parade in the new State service uniform at the armory, at 7:15 a. m. to-morrow, and proceed thence to Prospect Park for annual inspection and muster by General Briggs.

Captain Henry Chauncey, jr., has been commissioned to command Company H, with rank from July 12, 1883.

Ten men were discharged from this command in the last quarter, thirteen were dropped from the roll, three expelled for neglect of duty, and twenty-nine returned as deserters.

A detachment of the 71st Regiment will proceed, under command of Captain Leo, as Acting Major, to Creedmoor for rifle practice on Friday.

HOME NEWS.

PROMINENT ARRIVALS.

Fifth Avenue Hotel—Governor Benjamin F. Butler, of Massachusetts.....*Windsor Hotel*—Lord Carrington, Lord Justice Bowen, and the Right Hon. Sir Arthur Hobhouse, of England....*Hotel Brunswick*—Lord Ranfurly and Sir James Hannen, of England.....*Union Square Hotel*—George E. Waring, jr., of Newport.

The free public baths will be removed to winter quarters on October 10.

On and after November 1 a penalty of 10 per cent will be added on all unpaid Croton water rents.

The Home for Disabled Baptist Ministers and Missionaries at West Farms has been opened under the charge of the Rev. E. L. Scofield.

Arrests last week, 1,272; births, 600, deaths, 541; marriages, 289; cases of typhoid fever reported, 56; scarlet fever, 34; diphtheria, 30; and measles, 12.

LAWRENCE D. KIERNAN'S HEALTH.

Lawrence D. Kiernan, Clerk of the Board of Education, who has been ill from pneumonia for several weeks, has nearly recovered from the attack and will resume his duties next week.

BURIAL OF AN OLD SEA CAPTAIN.

Funeral services over the late Captain William Y. Ford, of Searsport, Me., for many years the master of the bark Augustine Kobbe, were held yesterday. The body was buried in Greenwood Cemetery.

INJURED BY A RAILROAD TRAIN.

Peter Farley, a boy whose parents live at No. 122 West Fortieth-st., was struck by a freight train in Eleventh-ave. at Thirty-seventh-st. yesterday and injured fatally.

KILLED BY A FALL DOWN AN ELEVATOR SHAFT.

Samuel Stuart, a printer of No. 218 West Thirteenth-st., fell through an elevator shaft at No. 33 Warren-st., from the fifth story to the basement, yesterday and was killed.

IMMIGRANT ARRIVALS AT CASTLE GARDEN.

The arrivals of immigrants at Castle Garden yesterday numbered 476 by the Thingvalla, 466 by the City of Richmond and 99 by the Alesia. The arrivals for the week were 5,812.

A TRIBUTE TO A TELEGRAPH CHIEF.

S. S. Bogart, chief of circuits of the Western Union Telegraph Company, was presented last night at his house, in One-hundred-and-twenty-fifth-st., near Eighth-ave., with a gold watch and chain, by the chief operators and linemen under his charge.

KNIGHTS TEMPLAR TO GO TO THE CASINO.

The Washington Commandery, Knights Templar, of Newport, R. I., numbering nearly 300 men, with a military band, will visit the Casino next Thursday, as the guests of the Palestine Commandery of this city. The house will be decorated for the occasion.

A LANDMARK IN HARLEM GONE.

The old country residence which with its grounds occupied the west side of Second-ave., between One-hundred-and-twenty-fourth and One-hundred-and-twenty-fifth sts., has been torn down and flats are being erected on the site. This removes another of the few remaining landmarks in Harlem.

A LAWYER DECLARED TO BE INSANE.

On complaint of his wife, Francis T. Smith, age twenty-five, of No. 31 St. Mark's Place, a lawyer, who was several years a partner of Assistant District Attorney Fellows, was committed to the care of the Commissioners of Charities and Correction by Justice Patterson yesterday, at Essex Market Police Court, on a charge of insanity.

THE BOOK SALE IN CLINTON HALL.

The Cooke library sale, which had been in progress at Clinton Hall since Monday, was concluded yesterday. The aggregate sales for the week were about $20,000. The heaviest purchasers were Yale, Harvard and Trinity colleges. Part III, consisting entirely of American publications, will be sold by auction in December.

DEATH OF WILLIAM M'AFEE.

William McAfee, the father of James McAfee, the Custodian of the New-York Post Office, and of Colonel Knox McAfee, clerk of one of the Police Courts, died yesterday at his home, No. 352 West Thirtieth-st. He had been for many years a builder in the lower part of the city. He was stricken with paralysis ten days ago and never afterward spoke. He will be buried on Wednesday.

RUNNING THE BRIDGE CARS.

The Bridge cars were running smoothly yesterday on three minutes' headway, and did a good business, especially in the afternoon, when every car was crowded. The trouble caused on Friday by the pressing down of the floor of a car by overcrowding, Mr. Martin said yesterday could easily be remedied by making stiffer springs, or preventing so many persons getting on at once.

YOUNG MEN'S CHRISTIAN ASSOCIATION CLASSES.

The fall and winter term of the evening classes of the Young Men's Christian Association was opened last Monday night. Since September 1 over 670 young men have purchased membership tickets—a larger number than in the same time last year. At the first reception of the season, which is to be given at Association Hall to-morrow evening, William L. Marshall, of Fitchburg, Mass., will deliver his lecture on "The Yellowstone National Park." It will be illustrated by stereopticon views.

A PORK CORNER NOT EXPECTED.

At the Produce Exchange yesterday the markets were dull, but pork and lard advanced about 12½ cents from the day before. Dealers expressed the opinion that no corner in pork would be attempted but the general belief was that an effort would be made by Messrs. Armour, Fowler and Hutchins on the Chicago "bull" clique, to "squeeze the shorts" in pork. The purely speculative character of the market has discouraged operations to a large extent.

POST OFFICE PORTERS WANTED.

Postmaster Pearson has had difficulty in filling vacancies in the force of porters in the General Post Office. The porters are employed to do all the heavy work of the office, such as moving sacks of newspapers and loading wagons. They enter the service at salaries of $600 a year, after passing an easy examination to test their intelligence. They are in the line of promotion to the higher grades of the service. Applicants must be of good character and fitted for hard work.

VETERANS OF THE WAR TO HOLD A FAIR.

Sedgwick Post, Grand Army of the Republic, will hold a fair in Irving Hall this week. Mayor Edson has consented to open the fair with a few remarks. A white silk flag will be voted to the most popular post of this city; a gold Grand Army badge will be voted to the most popular comrade; a gold-headed cane to the most popular citizen of the Ninth Ward; and a drum-major's baton will be competed for by the several drum corps.

THE PRICE OF THE POST NOT TO BE REDUCED.

A report that *The Evening Post* was going to reduce its price to 1 cent, print a smaller and more sensational sheet, and make important changes in its editorial staff, is authoritatively denied. "The only change we are going to make has already been announced," said one of the editors yesterday. "The machinery is almost completed, and in a short time we shall publish an eight-page paper of a smaller size. This is merely for the convenience of our readers. The policy of the paper will undergo no change, neither will the price unless we raise it to 5 cents, but I do not think we will do even that."

COMPLAINING AGAINST A WINDOW SHOW.

Lorenz Jiminez, of Jiminez & Co., mimic advertisers at No. 9 West Fourteenth-st., appeared before Justice Duffy in the Jefferson Market Police Court a third time yesterday, on complaint of several shopkeepers whose stores are on the opposite side of the street, and who assert that their business is damaged by the crowds which collect in front of their stores in order to look at the window displays of the defendant. The displays can be better seen across the street than immediately in front of the store. Justice Duffy reserved his decision until to-morrow.

CHARITY OF THE SERVIA'S PASSENGERS.

The sum of $511 28 has been sent to the Home for Destitute Children of Seamen, on Staten Island, by A. A. Low, in behalf of a committee which raised the money by an entertainment on the steamship Servia on August 10. It is not infrequent for such contributions to be raised on the transatlantic steamers for the benefit of the Seamen's Orphans' Institute of Liverpool, but this is the first known instance where the New-York institution has been favored on a British steamer. The committee who had charge of the entertainment were L. B. Reed, James Black, C. A. Lamb, Hewlett Scudder, John H. Nolens and J. Hollingsworth.

STEALING FROM THE MAILS.

M. N. Crans, a clerk in the Railway Mail Service between New-York and Point Pleasant, was arrested yesterday by Post Office Inspector Newcome on a charge of stealing from the mails. Crans has been only a short time in the service. Complaints were made by residents along the line of the route that valuable letters had been lost and by means of decoy letters Crans was found to be guilty. He confessed that he had committed the thefts and surrendered $75 which was found in his possession. He was held for examination. He is of a good family and has heretofore had a good reputation.

BROOKLYN.

The police made 556 arrests last week.

Permits were granted for the erection of eighty-six new buildings during the week past.

Willie Teichman, age four, of No. 137 Boerum st., on Friday ate some toadstools which he found growing in a vacant lot near his home. He was taken ill and yesterday he died.

The contest over the will of the late Mrs. Elizabeth Gloucester, said to have been the wealthiest colored woman in America, bids fair to be settled speedily. The details of the settlement have not been completed, but the estate will be apportioned among all the heirs, without resort to the courts. The estate is valued at $300,000.

Clinton Furbish, once candidate for Lieutenant-Governor on the Greenback ticket, had a dispute with Hubert Fisher as to the right of each to occupy a certain portion of the premises No. 225 State-st. Fisher called Furbish a liar, and Furbish retaliated with a blow on Fisher's nose. This little episode cost him $15 at Justice Walsh's Court yesterday.

The subject of the inequality of salaries of principals and teachers in the public schools is likely to cause a lively debate in the Board of Education. The principals are credited with favoring the payment of a salary of $1,500 a year to those in charge of schools of 500 or more pupils, and $1,000 to those of 500 or less. The Teachers' Committee of the Board rejected the proposition, but the Board, acting as a body, may think differently of it.

JERSEY CITY.

Daniel McCarty, age ten, of No. 49 Railroad-ave., while stealing a ride on a Pennsylvania Railroad train yesterday afternoon fell off and was fatally crushed under the wheels.

William Mullins, age thirty, the conductor of one of the Pennsylvania Railroad floats, was struck by a freight train at the Green-st. crossing at a late hour Friday night and dangerously injured.

August Herman, a barber doing business at No. 133 Monticello-ave., reported to the police yesterday that his wife, Kate Herman, age twenty-nine, had left home on Friday night taking their two children with her and that she had not returned. Mr. Herman believed that she had eloped with Gabriel Gessler, a young German who worked for him and whom he had driven out of the house on Friday because of suspicions that had been aroused in his mind.

NEW-JERSEY.

CHERRY HILL.—The Hackensack River near this place was dragged until 5 p. m. yesterday for the body of Mrs. Elizabeth H. Leggett, who is supposed to have committed suicide on Thursday night, but without discovering any trace of the missing woman.

PATERSON.—The German societies yesterday celebrated the bi-centennial of German settlement in this country by a parade through the principal streets, with music, banners and flowers. The houses of German-born residents were decked with the blended colors of Germany and the United States. After the parade the participators went to Passaic Island, where speeches were made by Mayor Barnert and others. The rain interfered seriously with the festivities.

WESTCHESTER COUNTY.

EAST CHESTER.—At a meeting of the Board of Health of East Chester, held on Friday evening, a committee was appointed to investigate the condition of the burying ground of the New-York Infant Asylum, situated near the village of Mount Vernon.

PORT CHESTER.—The 200th anniversary of the landing of the Germans in America was celebrated yesterday, by a parade by German societies of Port Chester, and other villages. William P. Abendroth was Grand Marshal. After marching through the principal streets, they halted at the music-stand, where addresses were delivered. In the evening a grand picnic was held in Purdy's Grove.

PLEASANTVILLE.—The fourth anniversary of the establishment of the Temporary Home for Destitute Children took place yesterday. Charles Butler, president of the institution, gave a history of its origin and progress to the present time. The Rev. Mr. Welcher, J. W. Skinner, of Yonkers, John Rockwell, of Tarrytown, and the Rev. Jacob Washburn spoke in flattering terms of the good that had been accomplished by the Home; and Alexander Hamilton, of Irvington, offered a resolution to the effect that a committee of seven be appointed to take measures to carry out the suggestions of the managers to enable this institution to extend its usefulness. Mrs. R. M. Hoe, jr., of Irvington, treasurer, read her report for the year ended September 1, 1883, showing that the receipts for the year, including the balance in the treasury, September, 1882, were $10,208 78, while the disbursements during the same time were $8,314 70, leaving a balance in the treasury of $1,894 08.

LONG ISLAND.

LONG ISLAND CITY.—At the last session of the Court of Sessions in Queens County indictments were found against a number of persons who were charged with maintaining nuisances on the Kings County side of Newtown Creek. The authorities did not take any steps in the matter, however, until yesterday, when notices were served upon all the persons indicted to appear before Judge Brown at the Supreme Court in Long Island City to-morrow, to furnish bonds for appearance. The persons so served were Theodore Havemeyer, president of the American Carbon Company; Charles Cooper, of Cooper, Hewitt & Co's gas factory; Siller & McCallister, phosphate and fertilizer manufacturers; C. Hillebrandt, F. Friese and John Hoffman, fat boilers. The orders were served by Deputy Sheriff Schmidt and State Detective E. T. McDonald.

STATEN ISLAND.

NEW-BRIGHTON.—The winners of the first ladies and gentlemen's doubles in the ladies tennis tournament were, Mrs Goodwin and Mr. Greenough, not Miss Ward and Mr. Shippen as reported.

PORT RICHMOND.—The Richmond County Archery Club has recently been organized at Port Richmond. It has upwards of fifty members and will have regular grounds next season.....The Rev. Mr. L'Hommedieu was installed as pastor of the Park Baptist Church on Thursday.

A DECLINE IN CHICAGO MARKETS.

LITTLE DEMAND FOR WHEAT—A DULL CORN MARKET—A DROP IN PROVISIONS AND A PARTIAL RECOVERY.

[BY TELEGRAPH TO THE TRIBUNE.]

CHICAGO, Oct. 6.—Wheat declined again today a full cent a bushel and corn ½ cent a bushel, and the feeling of the grain "bulls" is almost a despairing one. The party of low prices is constantly gaining recruits, and they, of course, are all deserters from the side of the "bulls." "Wheat is cheap," says everybody; but nobody seems to want it even at these cheap figures. The stock here, and the stocks at the other domestic and foreign centres, are increasing so fast that the situation will be—unless there comes some incident to effect a change—such as to cause a decline in prices without any regard to intrinsic values.

A big local stock is always admitted to be a circumstance which affects unfavorably the local market. It puts "bulls" at a disadvantage. The "bears" can overawe their competitors with a great show of cash property. This unfavorable circumstance, big stocks, apparently exerts an influence now at every wheat market: at New-York, at Duluth, at Chicago, at St. Louis, at the grain centres abroad. The people inclined to speculate for an advance because of the relative cheapness of wheat are overawed by the appearance of the elevator bins. The people who speculate for lower prices are correspondingly elated. They know the value of a big supply as a weapon. There has been no decisive change in the speculative situation. "Bull" houses have turned "bearish," but "bearish" houses have turned "bullish." Said Abraham Poole, of Poole, Kent & Co., who was a "bull" on wheat until a fortnight ago: "The price of wheat will keep on declining, I think, until the movement out greatly exceeds the movement in. Winter is approaching, the shipping season is passing, and there are two stocks of wheat in store shippers will not take. I am a believer in 90 cent wheat." "For what month?" "Oh, for any month—for January."

Wheat is declining, people say, despite the fact that it is cheap, because of the lack of demand. Corn, on the other hand, which is not exceptionally cheap, is declining despite an active demand. Corn is not the centre of attraction just now. If it were, it would be easier to argue about it. Speculators, however, have been engrossed by wheat or provisions; the speculative opportunities which were in corn were neglected.

Wheat for October closed at 93⅞c, for November at 95⅝c, for December at 97⅜c, a drop from Friday night of 1@1¼ cents. Corn for October stopped at 47⅜c, for November at 46⅞c, a drop from last night of ⅜@½c.

The St. Louis crowd, which was "long" about 2,000,000 bushels of wheat, is believed to have sold. The clique's attitude never gave any support to wheat, for the representative of it here appeared never to have enough confidence in himself to inspire confidence in others.

The report of other failures in the grain trade abroad to-day was partly responsible for the weak feeling. The report of a stock failure at Philadelphia did not help matters either. There has been some talk of a possible squeeze in October corn, but there appears no sign of such a manipulation now. No firm would be likely to attempt it. If it occurs it will be a natural "corner"—a squeeze created by the crowding together of "shorts." Provisions dropped considerably to-day, but the impression is general that Armour simply eased the market. The distant options, too, declined the least. Pork for October declined from 11.32½ to 10.75, but closed at 10.85. November dropped from 10.70 to 10.45, and closed at 10.47½. Lard declined 20 cents per hundred, but recovered 17½ cents of the loss. October closed at 8.12½; November at 7.60. Ribs for October dropped nearly 50 cents per hundred, but recovered 35 cents of the drop; October closed at 6.90, November at 5.95. Armour's hand did not appear in the market at all. Hutchinson was a large buyer of January pork.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises 6.03, sets 5.32. Moon sets 9.42 Morning stars: Saturn.

HIGH WATER TO-DAY.

A. M.—Sandy Hook, 11.34; Gov. Island, ——. Hell Gate, 1.34.
P. M.—Sandy Hook, 11.59; Gov. Island, 12.26. Hell Gate, 1.57.

SHIPPING NEWS.

PORT OF NEW-YORK.....SATURDAY, OCT. 6, 1883.

ARRIVED.

Steamer Tower Hill (Br), Anderson, London 13 days, with mdse and passengers to Sealer Bros.
Steamer Germanic (Br), Kennedy, Liverpool, Sept 27 and Queenstown 28, with mdse and passengers to R J Cortis.
Steamer Valetia (Br), Jacobs, Huelva 17 days, with sulphur to Bond, Parsons & Co; vessel to Simpson Spence & Young.
Steamer Guadalupe, Nickerson, Galveston Sept 28 and Key West 3 days, with mdse and passengers to C H Mallory & Co.
Steamer Gulf Stream, Pennington, Charleston 3 days, with mdse and passengers to J W Quinnard & Co.
Steamer Richmond, Jenney, Norfolk, with mdse to Old Dominion SS Co.
Steamer John Gibson, Young, Georgetown, DC, with mdse to Thos W Wightman.
Steamer Professor Morse, Swan, Boston.
Ship Young America, Matthews, San Francisco 124 days, and Rio Janeiro 40 days, with mdse to Sutton & Co.
Bark Homborsund (Nor), Christiansen, Glasgow 07 days, with coal to order; vessel to Funch, Edye & Co.
Bark Alice C Dickerman, Cook, Windsor, NS, 10 days, with plaster to J B King & Co; vessel to Parsons & Loud.

SUNSET—Wind at Sandy Hook, light, WSW; rain. At City Island, light, SW; cloudy.

CLEARED.

Steamer Warwick (Br), Lobbett, Bristol—W D Morgan.
Steamer Pocthac (Br), Martin, Mediterranean ports—Phelps Bros & Co.
Steamer Gneisenau (Ger), Neymaier, Bremen via Southampton—Oelrichs & Co.
Steamer Gulmaire (Br), Snow, Port Maria and Falmouth—W W Hurlbut.
Steamer Jesse H Freeman, Anderson, St Ann's Bay—The Frank Brosco.
Steamer Saratoga, McIntosh, Havana—Jas E Ward & Co.
Steamer San Marcos, Daniels, Key West and Galveston—C H Mallory & Co.
Steamer Knickerbocker, Kemble, New-Orleans—S H Seaman.
Steamer Excelsior, Hawthorne, New-Orleans—Bogert & Morgan.
Steamer Tallahassee, Fisher, Savannah—Henry Yonge, jr.
Steamer City of Columbia, Woodhull, Charleston—J W Quinnard & Co.
Steamer Regulator, Doane, Wilmington, NC—Wm P Clyde & Co.
Steamer Old Dominion, Walker, Norfolk, City Point and Richmond—Old Dominion SS Co.
Steamer Guyandotte, Kelley, Newport News and West Point, Va—Old Dominion SS Co.
Steamer Rapidan, Glover, Norfolk—Old Dominion SS Co.
Steamer Martha Stevens, Chance, Baltimore—J S Kirens.
Steamer Gen Whitney, Gallant, Boston—H F Dimock.
Steamer Eleanora, Gregory, Portland—J F Ames.
Bark Ellis S Milligan, Tucker, Aspinwall, Java, for orders—J H Winchester & Co.
Bark Giuseppe Emanuele (Ital), Bartoletto, Constantinople—Andrews J Ennis.
Bark Ferrari (Ital), Rugeo, Passages—Bord & Hincken.
Bark Salvatore (Ital), Gallo, Gonaives, Naples—Seager Bros.
Bark Stelbenmark (Ger), Weese, Bremen—Watjen, Toel & Co.
Bark Vaa (Nor), Tallaksen, Pirmouth—Funch, Edye & Co.
Bark Asturias (Br), Best, Valparaiso—Talbott & Chauncey.

SAILED.

Steamers Celtic, Helvetia and Hornet, for Liverpool; Lydian Monarch, London; Ethiopia, Glasgow; Warwick, Bristol; Pembland and Hermann, Antwerp; Rhein, Bremen; Belgenland, Rio Janeiro via Newport News; Alto Gooden, Kingston; Saratoga, Havana; San Marcos, Galveston; Knickerbocker and Excelsior, New Orleans; Tallahassee, Savannah; City of Columbia, Charleston; Regulator, Wilmington; Old Dominion, Richmond, Guyandotte, Newport News, Va; Knight, Alexandria and Georgetown. Ship Brooklyn Castle, for California; Barkes H Bowers, for Aspinwall; Java Lynwood, Antwerp; Liberia, Sierra Leone; Talisman, Antwerp.

Also sailed—Via Long Island sound—Ship Frank Pendleton, for Yokohama.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

LONDON, Oct 6—Arrived, steamer Grecian Monarch (Br), Bristow, from New-York Sept 25.

Also arrived, steamers St Thomas (Br), Campbell, from New-York Sept 24; Boston City (Br), Wood, from Boston Sept 22.

LIVERPOOL, Oct 6—Arrived, steamer Strabo (Br), Dobson, from New-York Sept 24.

Sailed, steamer British Crown (Br), Wills, for Philadelphia.

QUEENSTOWN, Oct 6—Arrived, steamer Republic (Br), Irving, from New-York Sept 27 on her way to Liverpool (and proceeded).

NEWCASTLE, Oct 6—Arrived, steamer Golden Horn (Br), Valder, from New-York Sept 14.

ANTWERP, Oct 5—Sailed, steamer Waesland (Belg), Nickels, for New-York.

HAVRE, Oct 6—Arrived, steamer France (Fr), d'Hauterive, from New-York Sept 26.

Sailed, steamer Canada (Fr), Franquet, for New-York.

Miscellaneous.

AMERCHANT'S DISCOVERY.—Wallace's wonderful Rheumatic Oil for horse or man. Testimonials at 3 Cortlandt-slip.

BARBARAN'S HAIR PREGENERATOR in eight shades, warranted to contain no lead. Depot, Mme. SILVA, 2 East 14th-st.

ORGAN FOR SALE.—A pipe organ about twenty feet high, suitable for a small church; carved walnut case; in good order; price $275. Address, PIPE ORGAN, Tribune Uptown Office, 1,238 Broadway.

PROFESSOR MORGAN restores gray hair (or baldness) naturally and permanently; no dye. 40 University-place.

PIANO FOR SALE.—A second-hand Grand Piano, Bacon & Raven, makers; in perfect order; will be sold for $300. Address CHESTER, Tribune Uptown Office, 1,238 Broadway.

THE OTIS PARLOR BED, best and cheapest, price from $20 up; easy payments. 114 West 14th-st., opposite Haverly's Theatre.

Proposals.

PROPOSALS will be received by the undersigned at the office of the Baltimore and Ohio Railroad Company, Baltimore, until October 15, 1883, for the Foundations and Masonry of the Susquehanna River Bridge. The proposals must include material in caissons and cofferdams and the cost of sinking same to bed rock. Also cost of keeping caissons and coffers free from water during the time the concrete and masonry is being laid. Plans and specifications may be seen at the Chief Engineer's office on and after October 1. The company reserves the right to reject any and all proposals. H. F. DOUGLASS, Chief Engineer.

Vermin Exterminators.

COSTAR'S EXTERMINATORS destroy Rats, Mice, Roaches, Bedbugs, Fleas, Moths. Not poisonous. Infallible remedies. 403 Broome, 70 Maiden Lane, 504 Grand.

Dry Goods.

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BROADWAY AND 19TH-ST.

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4TH-AVE. AND 17TH-ST., N. Y.
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C. H. KERNER, Proprietor.

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(Opposite Cathedral), N. Y.
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Business Chances.

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