NEW PUBLICATIONS.

THE ABOLITION OF THE PRESIDENCY. By HENRY C. LOCKWOOD, of the New-York Bar. 8vo. pp. 331. R. Worthington & Co.

Mr. Lockwood has been at the pains of writing a big book, and he seems to have spent several years at it, for he refers to measures as still pending which were settled long ago. Nevertheless we cannot see that he has made a material addition to the old dispute. The whole question is this: shall we have an unmixed democracy, in which the people govern directly by means of a single House of Congress, frequently changed and reflecting all the variations of the popular temper; or a system of divided powers, with an executive installed for a fixed term and independent of the Legislature so long as he keeps within his constitutional functions? Mr. Lockwood wishes to abolish the Executive and the Senate, and to substitute for them the will of the House of Representatives. He would go still further, and take away from the Supreme Court power of interpreting the Constitution, leaving it no other duty than to "expound and interpret" whatever laws Congress may see fit to pass. That is to say, he would substitute the absolutism of a popular assembly for the limited and divided powers of three co-ordinate branches. The question was discussed and decided a hundred years ago, and most of the arguments which Mr. Lockwood now advances were used and answered then. It was the deliberate judgment of the American people, when the Constitution was adopted, that popular rights would be best protected by the present plan; and, all history shows that an unrestrained democracy, beside being inefficient as a guardian of order has quite as marked a tendency toward oppression and injustice as the monarchical system and is especially tyrannical in its treatment of minorities. It is hardly worth while, in the face of our experience, to denounce the President as only a king under another name, and to insist that we are drifting toward irresponsible royalty. Mr. Lockwood's instances are not well chosen. For example, in order to show that foreign affairs could best be conducted openly in Congress, he remarks that "a hasty note written to the British Government in the negotiations of the Trent affair would have brought a fleet of English iron-clads in uncomfortable proximity to every seaport city of the United States, or the President could have produced a similar condition of things by unfriendly demands upon the French Government in regard to its occupation of Mexico." Nothing could be more maladroit than these references. For it is well known that we were saved from war with England over the Trent affair only by the courage and sagacity of Mr. Lincoln and Mr. Seward in disregarding the popular will of the moment to which a Congress of Mr. Lockwood's pattern would certainly have yielded. The triumph of American diplomacy in the Mexican business was an illustration of the success of the Executive in the opposite policy—that is, of vigor instead of concession. Our President did make an "unfriendly demand," and made it to some purpose, because he could speak and act at the right moment, whereas a wrangling popular assembly could have done neither.

Equally unfortunate is Mr. Lockwood in his attack upon the veto power, for he enumerates among the measures which Presidents have tyrannically defeated such mischievous acts as the inflation bill and the Bland silver bill, and in his search for usurpations he does not hesitate to pick up the reckless and unsupported charges born of political rancor and to parade them as established facts, with the expression, "it is asserted," "it is claimed," "it is gravely charged," "it is openly alleged," "it has been stated," sometimes going so far as to make disgraceful accusations against living persons under cover of these disguised rumors. We trust that in conducting his law business he shows a better understanding of what constitutes evidence than he does in writing books. The practical effect of testimony in supporting a case seems also to be not quite clear to him. He reviews the administrations of all the Presidents since Jackson to show how surely the executive power tends toward imperialism and how much safer we should be with an absolute Congress of a single chamber. Mr. Lincoln naturally gives him the greatest array of points. But the only conclusion the reader is likely to draw from this chapter is that in a great crisis Mr. Lincoln proved the savior of his country, and that nothing could have averted the ruin of the Republic at that time but an Executive who was not afraid to strain his Constitutional powers to the utmost in order to preserve the Union. An absolute Congress would almost certainly have dismembered the Union and preserved slavery. That Mr. Lincoln was a patriot and hero does not prove that the Presidency is a useful institution; but surely it does not prove the reverse. In fact, Mr. Lockwood's book (a great deal of which seems to have been written under the spell of *The New-York Herald's* "Cæsarism" tomfoolery) is full of lame arguments and preposterous assumptions. He gravely assures us that "the Presidential system was the overshadowing and controlling cause" of the Rebellion, the South resorting to rebellion because it saw that a Republican President was certain to be elected in 1860 by a minority of the people. "If the people of the United States had been living under a representative government, with an Executive whose purpose, design and wish were to carry into effect the will of the masses, the South would probably have remained loyal and submitted the issue to the decision of the ballot." It is hard to be patient with a writer whose ignorance of the recent history of his own country is so gross. It is notorious that the South wished to secede because it had become a minority of the people, and that it deliberately caused the election of a Republican President in 1860 as a pretext for carrying out a matured scheme. Mr. Lockwood merely turns the facts upside down. If a member of the New-York bar should commit such vagaries in court he would probably be made the object of some interesting remarks from the bench.

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Instruction

For Young Ladies—City.

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MISS PEEBLES and MISS THOMPSON will open an English, French and German BOARDING AND DAY SCHOOL for Young Ladies and Children, on Wednesday, October 1st, 1884, at 32 East 57th-st., New-York. For particulars address Box 199, Equitable Building, New-York City.

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Instruction.

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Legal Notices.

NOTICE is hereby given to all whom it may concern, that in pursuance of an order of the Supreme Court made and entered on the 21st day of May, 1884, the undersigned will, on the 10th day of July, 1884, at the office of Blair, Snow & Rudd, his attorneys, No. 102 Broadway, in the City of New-York, pay to the creditors of the Grocers' Bank of the City of New-York, whose claims have been proved or shall, prior to that day, have been presented to him and proved, out of the moneys in his hands as Receiver of said Bank, a further dividend to the creditors of said Bank whose claims have been proved or shall, prior to said day, have been presented to him and proved, to the extent of ten per cent of such claims.
Dated New-York, June 26th, 1884.
S. V. WHITE,
Receiver of the Grocers' Bank of the City of New-York.
BLAIR, SNOW & RUDD, Attorneys for Receiver.

ONE-HUNDRED-AND-ELEVENTH-ST.—Supreme Court, City and County of New-York.—Charles E. Beebe and Warren G. Brown, surviving Executors of the last will and testament of Elias Wade, jr., deceased, in trust for Phebe Durand, a legatee under said will, plaintiffs against Elizabeth Meehen and Hugh Meehen and others, defendants. In pursuance of a judgment of foreclosure and sale made in the above entitled action on the 19th day of June, 1884, I, the undersigned, the referee named therein, will sell at public auction, at the Exchange Salesroom, No. 111 Broadway, in the city of New-York, on Friday, the 18th day of July, 1884, at 12 o'clock noon, by Richard V. Harnett, auctioneer, the real estate directed by said judgment to be sold, and therein described as follows, to wit:
All that certain lot of land, with the building thereon erected, situate in the Twelfth Ward of the City of New-York, and described as follows, viz: Beginning at a point on the northerly side of One-hundred-and-eleventh-st., distant seventy-five (75) feet easterly from the corner formed by the intersection of the northerly side of One-hundred-and-eleventh-st. with the easterly side of Second-ave., running thence northerly and parallel with Second-ave. one hundred feet and eleven inches to the centre line of the block between One-hundred-and-eleventh and One-hundred-and-twelfth sts., running thence easterly along said centre line twenty-seven feet and one inch; thence southerly and parallel with Second-ave., and partly through the centre of a party wall one hundred feet and eleven inches to the northerly side of One-hundred-and-eleventh-st.; thence westerly along the northerly side of One-hundred-and-eleventh-st. twenty-seven feet and one inch to the point of beginning.
Dated June 26, 1884.
HENRY WOOD, Referee.
WARREN G. BROWN, Plaintiff's Attorney, 170 Broadway, N. Y.

ONE-HUNDRED-AND-ELEVENTH-ST.—Supreme Court, City and County of New-York.—Charles E. Beebe and Warren G. Brown, surviving executors of the last will and testament of Elias Wade, jr., deceased, in trust for Phebe Durand, a legatee under said will, plaintiffs against Elizabeth Meehen and Hugh Meehen and others, defendants. In pursuance of a judgment of foreclosure and sale made in the above entitled action on the 19th day of June, 1884, I, the undersigned, the referee named therein, will sell at public auction, at the Exchange Salesroom, No. 111 Broadway, in the city of New-York, on Friday, the 18th day of July, 1884, at 12 o'clock noon, by Richard V. Harnett, auctioneer, the real estate directed by said judgment to be sold, and therein described as follows, to wit:
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Dated June 26, 1884.
HENRY WOOD, Referee.
WARREN G. BROWN, Plaintiff's Attorney, 170 Broadway, New-York.

Sales by Auction.

THERE will be sold at this Navy Yard, at 11 o'clock, on the 24th day of July, 1884, the following articles, viz:
U. S. NAVY YARD, BROOKLYN, N. Y., June 26, 1884.
Lot 1. About 15,000 pounds of rope shakings from rigging loft.
Lot 2. About 15,000 pounds of flax and cotton clippings from the sail loft.
The articles will be sold to the highest responsible bidder at public auction; twenty-five (25) per cent of purchase money to be deposited on acceptance of bid, and balance of purchase money to be paid and goods removed from the Navy Yard within seven days from date of sale, or deposit will be forfeited.
The goods to be sold by weight on Navy Yard scales.
THOS. SCOTT FILLEBROWN, Commodore and Commandant.

Professional.

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TO NEWSPAPER PUBLISHERS.—Wanted by an experienced man, employment as Editor or Assistant Editor of a Republican paper for the campaign or longer. Address L. M. R., Tribune Office.

Proposals.

PROPOSALS are hereby invited for printing Catalogues of sale of unclaimed goods.
Catalogues to show marks, numbers, description of package, contents, quantity, and appraised value, and to be delivered at this office. W. H. ROBERTSON, Collector.

PROPOSALS FOR CLEANING ALLEYS.
OFFICE OF THE ENGINEER COMMISSIONER, WASHINGTON, D. C., June 23, 1884.
By direction of the Board of Commissioners, sealed proposals will be received at this office until 12 o'clock m., on Wednesday, July 2d, 1884, for "sprinkling, sweeping and cleaning the paved alleys in the cities of Washington and Georgetown, D. C."
Blank forms of proposal and specifications can be obtained at the office upon application therefor, together with all necessary information, and bids upon these forms alone will be considered.
The right is reserved to reject any or all bids or parts of bids.
G. J. LYDECKER, Major of Engineers, U. S. A., Engineer Commissioner D. C.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY, WASHINGTON, D. C., June 25, 1884.
SEALED PROPOSALS will be received at the office of the Chief of Ordnance of the U. S. Custom House, New-York City, until 12 o'clock, noon, Saturday, July 5, 1884, for supplying fuel for U. S. Public Buildings, owned and rented, in the city of New-York, in quantities more or less, for the fiscal year ending June 30, 1885, as follows:
6,470 tons Lehigh Furnace Coal.
10 tons Egg Coal.
42 tons Nut Coal.
50 tons Stove Coal.
21 tons Cannel Coal.
37 cords Virginia Pine Wood, 1 cut.
6 cords Virginia Pine Wood, not cut.
71 cords Virginia Pine Wood, 5 cut and split.
20 cords Hickory Wood, 27 cut.
CHAS. J. FOLGER, Secretary.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY, WASHINGTON, D. C., June 25, 1884.
SEALED PROPOSALS will be received at the office of the Custodian of the U. S. Custom House, New-York City, until one (1) o'clock p. m., Thursday, July 3, 1884, for furnishing the U. S. Buildings, owned and rented, in the city of New-York, with the best quality of ice during the fiscal year ending June 30, 1885, in such quantities as may be required by the Custodians of the several buildings.
Further particulars may be had upon application to the Custodian of the Custom House, New-York.
CHAS. J. FOLGER, Secretary.

Grates and Fenders.

J. S. CONOVER & CO.,
DESIGNERS AND MANUFACTURERS OF
GRATES AND FENDERS,
OPEN FIREPLACES.
DIRECT IMPORTERS OF TILES.
NO. 30 WEST 23D-ST.

Ocean Steamers

ANCHOR LINE.—U. S. MAIL STEAMERS. GLASGOW via LONDONDERRY.
Anchoria.....July 5, 3 p. m. Ethiopia.....July 19, 3 p. m.
Circassia.....July 12, 3 p. m. Devonia.....July 26, 8 a. m.
Cabin passage, $60 to $80; second class $35.
Steerage passage (to or from), $15.
LIVERPOOL AND QUEENSTOWN SERVICE.
From Pier 41 North River, foot of Leroy-st.
CITY OF ROME.....sails July 12, Aug. 9, Sept. 6.
AUSTRIA.....sails July 26, Aug. 23, Sept. 20.
Superb accommodations for all classes of passengers.
Cabin passage $50 to $100 according to accommodations.
Second Class $40. Steerage as above.
For passage, Cabin Plans, Book of Rates, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

BORDEAUX LINE.
New and direct line to the South of France
NEW-YORK AND BORDEAUX DIRECT.
CHATEAU YQUEM (new).....Wednesday, July 23
CHATEAU MARGAUX (new).....Wednesday, Aug. 6
CHATEAU LAFITE.....Wednesday, Aug. 20
From "Prentice's Stores" (near Wall-st. Ferry), Brooklyn.
Travellers for France, Spain and Italy, Pyrenees, Pau, Nice, &c., will save time and expense by taking this line.
First Cabin (including wine), $80 to $100. Second Cabin, $55. Steerage, $25. For passage apply to F. LE BOULANGER, 46 Beaver-st.

CUNARD LINE.
NOTICE—"LANE ROUTE."
FROM NEW-YORK TO LIVERPOOL, VIA QUEENSTOWN.
FROM PIER NO. 40 NORTH RIVER.
GALLIA.....Wednesday, July 2, 12:30 p.m.
AUSTRIA.....Wednesday, July 9, 5:00 p. m.
BRITANNIA.....Wednesday, July 16, 11 a. m.
SERVIA.....Wednesday, July 23, 5:30 a. m.
Cabin passage, $60, $80 and $100.
Steerage tickets to and from all parts of Europe at very low rates. Freight and passage office, No. 4 Bowling Green.
VERNON H. BROWN & CO., Agents.

GENERAL TRANSATLANTIC COMPANY. Between New-York and Havre.
Company's pier (new), No. 42 North River, foot of Morton-st.
LA BOURGOGNE.....Wednesday, July 2, noon.
ST. GERMAIN (mail).....Wednesday, July 9, 9 a. m.
CANADA (screw).....Wednesday, July 16, 11 a. m.
Checks payable at sight, in amounts to suit, on the Banque Transatlantique of Paris.
LOUIS DE BERIAN, agent, No. 6 Bowling Green.

GUION LINE.
UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
Leaving Pier 53, N. R., foot of King-st.
ALASKA.....Saturday, June 28, 2:30 p. m.
WISCONSIN.....Tuesday, July 22, 3 p. m.
ARIZONA.....Saturday, July 26, 7:30 a. m.
ALGERIA.....Saturday, August 2, 1:30 p. m.
WYOMING.....Tuesday, Aug. 12, 8:30 a. m.
☞ These steamers are built of iron, with water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having ball-room, smoking room, drawing-room, piano and library, also experienced surgeon, stewardess and caterer on each steamer. The state-rooms are all upper deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and lightness.
Cabin passage (according to state-room), $60, $80 and $100; intermediate, $40. Steerage at low rates.
OFFICE, No. 29 BROADWAY. GUION & CO.

HAMBURG AMERICAN PACKET COMPANY'S semi-weekly Mail SS Line for PLYMOUTH (London Cherbourg (Paris) and HAMBURG.
HAMMONIA.....July 3 | LESSING.....July 10
RUGIA.....July 5 | GELLERT.....June 17
Rates: First Cabin, $75, $85 and $100, according to location. Steerage, $20. Round trip at reduced rates. Steerage from Europe, $18. Send for "Tourist Gazette."
KUNHARDT & CO., B. RICHARD & CO., Gen. Agts, 61 Broad-st., N. Y. Gen. Pass. Agts, 61 B'way, N.Y.

INMAN LINE OF STEAMERS.
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF CHESTER.....Saturday, July 5, 2 p. m.
CITY OF RICHMOND.....Thursday, July 10, 5 p. m.
CITY OF BERLIN.....Thursday, July 17, noon.
CABIN PASSAGE $60, $80 and $100. Intermediate, $40.
STEERAGE to or from New-York, $15.
For passage, &c., apply to the INMAN STEAMSHIP CO. (limited), Washington Building, 1 Broadway, N. Y.
Philadelphia Office, No. 109 South 4th-st.

NORTH GERMAN LLOYD SS. CO.
SHORT ROUTE TO LONDON,
NEW-YORK, SOUTHAMPTON AND BREMEN.
ELBE.....Wed., July 2 | AMERIKA.....Wed., July 16
WERRA.....Wed., July 9 | RHEIN.....Satur., July 19
DONAU.....Sat., July 12 | EIDER.....Wed., July 23
First cabin $100 to $150; second cabin, $60. Steerage at lowest rates.
OELRICHS & CO., No. 2 Bowling Green.

NATIONAL LINE.—From Pier 39 N. R. FOR LIVERPOOL AND QUEENSTOWN.
EGYPT.....Saturday, July 5, 3 p. m.
AMERICA.....Wednesday, July 9, 11 a. m.
FOR LONDON, CALLING AT PLYMOUTH.
ERIN.....July 9, 3 p. m. | THE QUEEN, July 23, 3:30 a. m.
Saloon rates, $50 to $100; steerage rates outward and prepaid at lowest rates.
Apply to F. W. J. HURST, Manager, Washington Building, Battery Place.

PACIFIC MAIL STEAMSHIP COMPANY'S LINES FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.
From New-York, pier foot Canal-st., N. R.
For San Francisco, via the Isthmus of Panama, on Wednesday, July 2, at 12 noon.
Connecting for Central and South America and Mexico.
From San Francisco, 1st and Brannan sts. For Japan and China.
CITY OF TEKIN.....Tuesday, July 1, noon.
For HONOLULU, NEW-ZEALAND and AUSTRALIA.
ALAMEDA.....Tuesday, July 8.
on arrival of London mails at San Francisco.
For freight, passage and general information, apply at company's office on the pier, foot Canal-st., N. R.
H. J. BULLAY, Superintendent.

RED STAR LINE.—For Antwerp and Paris. Sailing from New-York and Antwerp every Saturday.
FRYSLAND.....Saturday, June 28, 3:30 p. m.
MOORLAND.....Sa