AMERICAN COMMERCE.

Views of an American Shipmaster on the Recuperation of Our Commerce and the Employment of Seamen and Mechanics.

TO THE EDITOR OF THE HERALD:—

I have noticed several communications in your universal sheet relating to commercial interests, advancing opinions by and in what manner our much reduced commerce may be recuperated, none of which, in my humble opinion, are calculated to secure so desirable a necessity, for it is a necessity, in the full sense of the word. Either our commerce must be increased to something like its strength previous to the war at once, or the prestige and power we formerly enjoyed on the ocean will be lost to us forever. This is a bold assertion, but I think I can convince all reasonable and sensible men that it is a true one. To this end I would call the attention of interested persons to the fact that there are thousands of sailors from the quarterdeck to the forecastle now out of employment. These men are the right arm of the nation in case of a foreign war, as they were the left arm of the nation during the late rebellion, and the record of the volunteer corps in our navy needs no trumpeter or any man's voice or pen to herald it. These sailors, finding their occupation gone in this country, seek it elsewhere and thousands of them have already sought and found employment in foreign ships, mostly British, and have joined the naval reserve of that government, which now numbers over 30,000 seamen.

Thus, for want of commerce, we are losing our sailors, and thereby our strength, and thus advancing the naval and commercial interests of other nations, to the detriment and disadvantage of our own. This is occasioned by the folly of Congress, who fail to repeal a law made by our forefathers and suited to benefit the country at that time, but now to vitally injure, if not destroy, the commerce and large shipowning interests of the nation—namely, compelling American citizens to build ships only in the United States, and refusing to give a register to ships purchased by Americans with American gold abroad.

Members of Congress, shipbuilders and others are loud in their acclamations on the support and protection of American manufactures and shipbuilding; but I have yet to see or hear the man of position or influence take up the cause and interests of the most abused class of men in this country, and that, Mr. Editor, is the sailor, both on the quarter deck and the forecastle. Even the government has, and is now, robbing every sailor and officer that sails under our boasted flag of liberty. And the State of New York, with its abundance and wealth, during a period of more than thirty years has forced poor Jack and his officers to pay one dollar and one dollar and a half per voyage towards the support of a "Retreat." A Sailors' Retreat, forsooth! Poor fellows, they much oftener retreat from its walls than enter within them, although millions have been taken from their hard earnings, enough to build and support a dozen "harbors of rest" for the poor, worn out and decrepit old tar. Sailors are the only class of men taxed on their labor in the United States. They have to pay to the government twenty cents per month—and I am credibly informed that the latter contemplate increasing it to forty—hospital money, and the revenue thereirom far exceeds the expenditure for the sick sailor; nevertheless, the latter is compelled to pay to the full extent of his wages hospital and medical attendance when sick in a foreign port. Thus does our government impose on its mariners, for, in justice to the seaman, as each one contributes towards the support of the other when sick, our government should pay, through the Consul, his hospital and medical attendance expenses abroad. There is no charity for the sailor. The societies claiming to have it show it not in action or in fact. I pity the sailor who expects much relief from any of them, without it is spiritual relief in the shape of tracts. The employers of seamen, be they captains, mates or foremast men, endeavor to get all they can out of them, out are too grasping and selfish to endeavor in any way to seek and enhance their welfare. The almighty dollar is the great consequence to most of them. Nevertheless there are a few exceptions to this rule, and I say "God bless them."

In 1861 a charter was obtained by some gentlemen in this city incorporating what they were pleased to call "The American Shipmasters' Association," but what has proved to be a misnomer, for it should have been styled the "American Underwriters' Association," from the fact that certain marine insurance men have officered and controlled it throughout, none of its numerous members (six thousand and over) ever having had a voice or a vote in its meetings, or permitted to have, or even to attend, although these men—captains and mates—have to pay five dollars for their certificate of membership and an annual fee of one dollar, which if they fail to pay their certificate is cancelled. This association is both an insult and an injury to its members, they having no voice in its elections, or privileges under its statutes, without it is to pay up or meet the increased premium charged by the underwriters of this association on vessels commanded by delinquents. This they endeavor to do with those shipmasters also who have pride and stamina enough to be independent of this inquisitorial and useless association. The underwriters connected with this concern by their action cast a glaring reflection on the honesty, integrity and ability of old shipmasters who have sailed for years out of the ports of the United States with an unblemished reputation when they compel them to join this misnamed society by charging their employers a higher rate of insurance if they do not. Consequently the shipmaster is forced to join against his will or lose his situation; therefore he contributes to the support of a party of men called officers of the association with whom he has no interest and who have none in him, further than what they can make out of him to enable them to retain their positions of uselessness, idleness and injury to the character and pride of an American shipmaster, and I sincerely hope that the members of this mi-named concern will have pluck and stamina enough to withdraw at once; for in their great strength lies the foundation of a real shipmasters' association that can be made an honor to themselves and the great nation they represent.

I speak knowingly on this subject, for I am one of those injured and insulted members; but the great power of that mighty and imposing institution would endeavor to crush me did they know the hand that thus dared to expose only a small portion of the curious workings of this much vaunted American Shipmasters' Association; and I beg, Mr. Editor, feeling sure that you are a friend to the sailor, be he quarterdeck or forecastle, that you will take up our cause and occasionally use your mighty pen in our behalf, and be assured you will find as grateful and worthy of your kindness. I have not the education or the eloquence to write or speak on this subject as my heart dictates. Would that I had! The whole country would resound with my expositions of the wrongs, impositions and insults that have been and are daily heaped upon the class of men who have so largely contributed to the honor, success and wealth of this great but unappreciative nation.

To return to the question of commerce and the most advantageous way of recuperating it, and thereby finding employment for our sailors and mechanics. I would propose that Congress should give free registry to all vessels of over 1,200 tons built or purchased abroad by American citizens during the next five years, the privilege to cease by limitation, and by that time we would be in a position to build iron or wooden ships with material of our own manufacture and equally as cheap as those built abroad. I would also recommend that the registers be returned to ships or vessels which were compelled to change their flag for protection from capture by rebel cruisers during the late rebellion. "Blood is thicker than water." Many men were compelled to "waltewash—as it is called—the flag to save themselves and families from ruin. "Self-preservation is the first law of nature," and Congress ought to reconsider this question at once; for the owners of these vessels in most instances were not in a position to risk their property to the mercy of the rebel cruisers or pay the exorbitant war premium, like our respected citizens William H. Webb, A. A. Low, Roosevelt & Taylor, Charles H. Marshall & Co. and others, who were all men of great wealth. Our government can afford to be charitable, as our people have been generous to her.

The days of wooden ships are fast drawing to a close, and we must build iron ones to enable us to compete successfully with other great commercial nations. Your correspondent of last Sunday, on the decline of American shipbuilding says, "that he is not among those who believe the days of wooden vessels is past in this country." He is an interested party by his own acknowledgment, therefore is blinded to the real merits and advantages of iron vessels over wooden ones. For his information and those interested in this question I will show that the wooden vessel insures at a higher premium because she is more liable to damage her cargoes by leaking than an iron one, the latter having watertight bulkheads, which cannot be made so in a wooden ship. The superior strength of an iron vessel in case of collision has been shown in many instances. A small French steamer of less than 300 tons sunk the Arctic, and the Persia split an iceberg when racing with the unfortunate Pacific, staving her whole bow; had she been built of wood the Pacific's fate would undoubtedly have been hers too. Statistics show that a wooden vessel eats up her first cost every twelve years in repairs of wear and tear, while the iron one expends less than one-half of her original cost in twenty years. The best wooden ship loses her first class rate in thirteen years, while the iron one can retain it for thirty years. The wooden vessel is susceptible to being scuttled by designing men, to have holes eaten through her by worms, rats and rot, all of which the iron vessel is free from. The latter will stow eighteen per cent more cargo, having less breakage than the wooden vessel of keelsons, beams, knees, stringers, &c., and secures life and property by having strong, perfectly watertight bulkheads, which, owing to the giving and straining, can never be accomplished in vessels built of wood. The fact of the latter wearing even for sixty years is well established, but the frame only bears the originality of her birth—all the planking, keel, keelsons, beams, knees, decks and spars have been renewed more than once, and the Duchess of Orleans, mentioned by your correspondent, has cost three times her original value to keep her in repair, and even now she is but a phantom of her former self, and rates third grade first class. But this ship is an exception, not the rule, and I hope she will continue to remain for many years to come the monument of credit and ability of her eminent builder. Iron ships can be built equally as cheap as wooden ones—abroad—and require to be docked but once a year to clean and paint their bottoms if the improved metallic paint is used and allowed to dry well before floating. For coast, lake and river trade wooden vessels will for some time yet take the lead; but I venture to say that in less than thirty years the principal parts, every of these, will be built of iron. Your correspondent speaks of the finish of cabins and joiner work on American built ships. This is nonsense. There is no question raised against the skill and ability of our mechanics, for it is well known that we can boast of having the best in the world, both in education and skill; and as to "smartness," I know by experience—so far as those connected with shipbuilding are concerned—that one man does more work in one day, generally, than any two of the same trade either in England, France, Germany or Spain.

Your correspondent shows his selfishness by his opposition to giving registers to foreign built ships, and says:—"The American shipbuilder does not wish his competition to be confined to building coasters, and if the government will give him but one half the help and encouragement that Great Britain has given her builders he will ask but a few years to show that iron steamers can be built in this country that will compare favorably in every respect with those constructed abroad." Question—What will become of our sailors and commerce generally during these few years our builders are practising and experimenting on iron shipbuilding? If commerce has to wait its increase till these prognostications can be verified by fact I should advise the men who go down to the sea in ships to seek other employment—farming, mining, peddling, anything—to gain an honest living; for I can assure them their occupation is gone, and would beg of them not to wait and imitate "poor Micawber," for nothing would ever turn up to benefit them in their unfortunate profession. No, the fact is the shipbuilders on the seaboard of the country want Congress to pass laws more to benefit themselves than the commerce of the nation, and pretend that the mechanics are leaving the country and spoiling for want of work, which is not true; for the good mechanic can always find employment in the United States; and if not on seagoing ships he can find it on steamboats, canal boats, barges, derricks, bridges, houses, &c. In fact, he has a business which he can always earn a living at in this country. No fear of him leaving it, like the sailor, who has no advantage of this kind. His mechanism can only be displayed and used on shipboard; for he is "Jack of all trades, but master of none," and they number twenty to one mechanic out of employment.

I question the authority of Congress to donate public money to benefit individuals or companies, be they shipbuilders, shipowners or any other class of men, without getting value therefor. The granting of subsidies I am in favor of, for the country gets back value for them by way of postage, and we have the precedence of subsidies from the principal commercial nations of the world. The idea of the public treasury returning to owners of ships built in this country so much per ton on their cost, or giving a bonus *pro rata* as proposed, is one that requires much consideration before Congress confirms it, as it will lead to many complications in the interests of other manufacturers; and the drawback system, as recommended, is a bad one, as it opens a wide channel for fraud, embezzlement and rascality. Now, by building our ships of the size mentioned abroad will in no way interfere with the profits, success or prospects of the American shipbuilder, but rather benefit him as well as the country; for it will have a tendency to cheapen labor and material with us and enable him to compete favorably with foreign builders; it will not interfere with his building wooden ships or coasting vessels, but it will take some years before he can build iron ones, owing to the high price of material and want of proper facilities. By buying or building our large ships and steamers in England employment will be given to our sailors and mechanics also to keep them in repair; for they will be strictly as American as if built on our own shores, and will find business for many men directly and indirectly, besides contributing largely to the public treasury. England thought it no disgrace to buy and build ships in this country when she could do so cheaper than at home. The first cost of a ship is nothing compared to the advantages and benefits gained by the nation that owns her.

England has long since found that out, and she gives protection to all property owned by her subjects, and thereby her revenues are largely increased. No shipbuilder with us need flatter himself that our commerce will be recuperated by his handiwork at the present rate of labor and material. No, not even with the aid of the government; for American merchants will not pay fifty or even thirty per cent more for a ship built in this country than he can build her for in another; he can find better use for his money; but give him a fair deal, and even less than equal advantages, he will use both his money and energy to stimulate and recover the once proud position of our flag in all parts of the world. Let our government give Americans the right and liberty to spend their money where they please and protect their property with the flag and the whole nation will be benefited thereby. But the policy of our government appears to favor a few already wealthy manufacturers, who do not exceed two hundred thousand in number, to the injury and detriment of the remaining thirty-nine or forty millions of the nation.

With free registry, iron ships and sailors' rights, our commerce will soon increase and strengthen, and again dot the ocean and show the Stars and Stripes throughout the world as of yore.

AN AMERICAN SHIPMASTER.

NEWBURG ON THE HUDSON.

Its Business Prospects—Approaching Completion of the Boston, Hartford and Erie Railroad—Erie Freight to be Sent via Newburg to New York.

Work is proceeding vigorously on the Boston, Hartford and Erie Railroad, which is to strike the Hudson at Fishkill, opposite Newburg. By the first of September or October next the cars will be run through from Boston to the Hudson river, connecting with the Erie Railway at Newburg. Application is to be made to the Legislature of Massachusetts for additional aid to carry on the work, the funds of the company being about exhausted; and it is confidently anticipated that the application will be successful. The works of the company at Denning's Point, opposite Newburg, are to be of a most extensive character. The Hudson river terminus of the road is a tongue of land over one hundred acres in extent, situated between Matteawan creek and the Hudson river. The track is to be laid on piles across the mouth of the creek, about a quarter of a mile in width, to the point, thence on a pier nearly 1,000 feet in length to deep water in the Hudson, the "flats," as the shoal water extending out from the shore is termed, being about a fifth of a mile in width. It is expected that on the completion of the road an immense amount of freighting will be done from its Hudson river terminus, and the freighters and boat builders of Newburg are making their preparations accordingly. A company has been formed with $20,000 capital stock to build a sectional dock, on which work has already commenced. One of the freighing companies has purchased and will run a propeller between Newburg and New York next season. Another will run three barges between the same points. The works of the Worcester (Mass.) Paper Machinery Company are to be removed to Newburg forthwith, in consequence of the prospective completion of the Boston, Hartford and Erie Railroad, and the ensuing importance to be thus given to Newburg as a railroad centre. An immense union depot is to be built at this place for the accommodation of the Erie and the Boston, Hartford and Erie companies, whose roads are so soon to be brought together. On every hand are seen the indications of an anticipated increase in the business of the place, in the way of preparations for it. Already has a large share of the trade of Dutchess county been centred at Newburg, by means of the Dutchess and Columbia Railroad, and with the completion of a through road to Boston will come a large increase in the material wealth and prosperity of this city. The subscriptions to the stock of the Newburg and Midland Railroad—to run from this city to Middletown—have reached the sum of $90,000. A railroad is also projected to Kingston, which, when completed, will, with the Newburg and New York Railroad, form a "west side" road that must before many years be extended to Albany.

Another element in the anticipated growth of business here is the prospective shipping of way freight from the Erie to New York via Newburg. The Erie Company have found by experiment that the freighting business of the Delaware and Eastern divisions, west of Greycourt, can be done more economically to them and much more promptly and satisfactorily to the shipper, by way of Newburg. The lighterage or transportation of property from Jersey City to New York is nearly as expensive as from Newburg to New York (by water), and the saving of distance of railroad transportation from Greycourt via Newburg Branch to Newburg is about sixty-five per cent. The relief to the company in the way of thus getting rid of its way freight trains over a very busy section of the road, and leaving it free for its numerous passenger, through freight and coal trains, will be very considerable. The freight thus forwarded to Newburg will be shipped to New York by Homer Ramsdell, a director of the Erie and a heavy freighter of Newburg. The cars to be employed in this new branch of the Erie's business are already in course of construction and the new arrangement will go into effect on the reopening of navigation in the spring.

MASSACHUSETTS BANKS FOR SAVINGS.—In the month of October, 1867, the amount of deposits in the savings institutions of this State, with the surplus of earnings on hand, made an aggregate of $83,604,469, of which amount five-eighths had accumulated within the previous ten years. The next year the deposits and surplus reached $97,408,360, and in October last the whole amount on deposit was $112,119,016, with a reserve in addition of $2,682,591. The law now allows that a bank may take as high as one thousand dollars from one individual. Governor Claflin recommends the increase of the amount of deposit to five thousand dollars, and he also favors granting these banks the privilege of discounting mercantile paper. Upon the propriety of giving such authority to savings institutions there is a difference of opinion, but the Governor's views appear to be substantly correct.—*Boston Journal, Jan. 11.*

THE ONEIDA COMMUNISTS.

Worse than Mormonism.

[From the Springfield (Mass.) Republican.]

The Oneida (N. Y.) Communists, who have a branch establishment at Wallingford, Conn., and who are well known for their success in making Socialism pecuniarily a success, are getting ambitious of making converts, we judge. At any rate, their head man, John H. Noyes, the life and brains of this peculiar organization—as Brigham Young is of Mormonism—has writ an a book giving a history of Communism in the United States, and setting forth with greater plainness than ever before the belief of himself and his followers. The foundation stone of the community is the apostolic idea of having "all things in common," including persons as well as property, and this idea is thoroughly carried out at Oneida, while we are informed that the Connecticut establishment is one with the other "socially and financially." No such distinctions as husband and wife, parents and children are recognized by the community, but all are considered as belonging to one another, relations being regulated only by the attraction that one has to another. Among the articles of the creed that legitimately follow from this fundamental belief are that shame is sin; holiness comes first and then free love; the abolition of marriage and the substitution of communism is a Christian duty, and so on.

This statement of the belief of the Oneida Communists is no new thing, and is only worthy of notice from the broadness and frankness with which it is now stated by the leader of the community and the evident attempt to attract the attention of the public by means of his book. It is also worthy of note that the people professing and practising these principles—as much vile and more demoralizing than Mormonism as can be imagined—are subject to no molestation, either legal or unlawful, though closely surrounded by neighbors to whom their belief is only less abhorrent than their actions. If any great assignation establishment like this had been set up without the pretence of religious belief to enjoy it up it would have been disposed of pretty quickly. But Americans are very lenient to all forms and phases of religious belief, and there is no denying that it is a much better way than to imitate the religious prosecutions of the Old World and the sixteenth century. But it is equally evident that this tolerance permits some strange anomalies, both of government and social life; and it is hardly to be wondered at that foreigners, who cannot be expected to know us thoroughly, sometimes get a wrong impression of us when told that we permit the Oneida Communists to flourish in the heart of New York and allow the Mormons out in Utah to have as many wives as they want, though everybody else is strictly limited to one.

SOUTHERN LABORERS.

Their Exodus from Virginia, North and South Carolina and Georgia.

[From the Raleigh (N. C.) Standard, Jan. 12.]

The emigration of laboring men (both white and black) from Virginia, North and South Carolina and Georgia has justly awakened the fears of the people of these States. It is estimated that within the last twelve months 20,000 able bodied colored laborers have emigrated from the State of Virginia to the Southwestern States—mostly to the States of Mississippi and Louisiana. A large number have gone from this State within the same period—how many we have no means of ascertaining with any sort of accuracy. We hear of them almost weekly in companies of tens, twenties and sometimes hundreds—going off to the States of Alabama, Arkansas and Mississippi. Why? Because their labor is more in demand and better paid for there, in the cultivation of cotton, than it is or can be here, and government lands cost nothing but the clearing.

If, as we have been accustomed to do in computing the value of each foreign immigrant to the community in which he settles as equal to $1,000 added to the productive wealth of the country, the withdrawal of each one of these 20,000 colored emigrants from Virginia must have inflicted a corresponding loss upon that State. They must have lost (and Lieutenant Maury thus estimates it) $20,000,000 by this unexampled exodus of her colored people.

How is she to repair this loss? Where and by what means is she to replace the labor which has left her? These are questions of very grave importance to the people of North Carolina, as well as to those from Virginia. Twenty thousand emigrants from Virginia in one year is more than one-fourth of the total Irish immigration to the United States in 1867, and a little over one-sixth of the total German movement to this country in that year. This population continues to come in a steady stream from the Old World to the New; but little or none of it gets to Virginia or North Carolina and will not under the existing state of things.

REAL ESTATE MATTERS.

Projected Buildings.

Plan 28.—126th st, n s, 510 ft e of 5th av, four 3 story brown stone dwellings, 18.9x48. Owner, John Schreyer; architect, A Pound.

Plan 29.—9th av and 29th st, s e corner, five 5 story brick and brown stone dwellings and stores, one 18.9x60 and four 20x50. Owner, H Burchell; architect, W H Hoffman.

Plan 31.—113.8 st, s s, 230 ft w of 2d av, one 3 story brick dwelling, 20x40. Owner, J Gallancey; architect, H Devoe; builder, F Smith.

Plan 32.—Elizabeth st, No 217, one 5 story brick store and tenement, 20x55. Owner, G O Strutzman; architect, Mr Jose.

Plan 33.—29th st, n s, 184 ft e of 7th av, one 6 story brick factory, 25x52. Owners, Newman & Capron; architect, M C Merritt; builder, J Harney.

Plan 27.—11th av and 57th st, s e corner, one 2 story brick factory, 66 and 50x150. Owners, A Hunt & Co; architect, W E Wouther; builder, J M Winters.

Plan 34.—East 42d st, No 208, one 2 story brick shop, 17.6x34. Owner, J L T Smith; builder, T Duify.

Plan 31.—West 38th st, No 217, one 3 story and basement brick shop, 25x43. Owner, J G Linderman; architect, J C Connet.

Plan 30.—Reade st, No 144, one 2 story brick stable, 25x52. Owner, H K Thornton; architect, E Waring; builder, W Jones.

REAL ESTATE TRANSFERS.

New York City.

Madison st, No 166, h and l, 23x100, half part $6,000
Monroe st, s s, 69.3 ft e of Pelham st, 21.4x93.8, h and l, half-part 10,500
Sheriff st, e s, 81.9 ft n of Rivington st, h and l, 18.8x75.. 6,000
2d st, s s, 85 ft w of av A, h and l, 21.6x105.8 14,000
2d st, s s, 85.6 ft w of av A, h and l, 21.6x105.8 14,000
25th st, n s, 425 ft e of 1st av, 25x98.9, Q C 3,000
30th st, s s, 200 ft e of 11th av, 25x98.9 3,250
3.th st, n s, 250 e of 9th av, 25x98.9 4,500
37th st, n s, 300 ft w of 8th av, 25x98.9 4,000
38th st, s s, 175 ft e of 9th av, 25x98.9 4,250
38th st, s s, 275 ft w of 9th av, 25x98.9 3,750
39th st, n s, 225 ft w of 10th av, 50x98.9 5,500
39th st, s s, 400 ft w of 9th av, 25x98.9 3,750
39th st, n s, 225 ft w of 10th av, 25x98.9 2,750
33th st, n s, 300 ft e of 11th av, 25x98.9 1,500
40th st and 11th av, s e corner, 24.9x100 4,250
47th st, s s, 400 ft w of 5th av, 20x100.5 24,000
56th st and Lexington av, n e corner, 25.5x100 650
68d st and — av, n w corner, 306x200.10.. /
126th st, n s, 100 ft w of 8th av, 101x99.10..\ 60,000
75th st, s s, 158 ft e of 1st av, 25x114.11 3,000
78th st, n s, 100 ft w of 2d av, 25x102.2 20,000
124th st, n s, 307 ft w of 2d av, 25x100.11 17,000
2d av, w s, 49.1 ft s of 106th st, 18.1x100 20,000
4th av and 74th st, n e corner, 10.2x94.4, ½ share.... /
75th st, n s, 325 ft e of 4th av, 75x102.2, ½ share.... / 32,000
75th st, s s, 475 ft e of 4th av, 50x102.2, ½ share.... /

LEASES RECORDED.

White st, No 28, gore and lot, 8 years, per year 4,000
12th st, n s, stable, from Oct 1, 1869, 5 years, per year. 600
25th st, Nos 337 and 339, 3 years, per year 2,000
3d av, No 545, 5½ years, per year 2,400
3d av, w s, 325 ft n of 62d st, 20 years, per year 900

Kings County.

BROOKLYN.

Adams and Concord sts, s w corner, 104x110 (1-6 share). 1,000
Douglass st, n s, 125 ft w of Hoyt st, 20x100 3,800
Grand st, s s, 16.10 ft e of 4th st, 20.8x38.8x7.7x1.10x12.2x-17.1x53.8x22.10 5,500
Joralemon st, n s, 145.8 ft w of Clinton st, 114.10x30x4.7x25x106.2x25 14,775
McKibben st, n s, 175 ft w of Lorimer st, 19x— 10,000
Pacific st, n s, 110 ft e of New York av, 40x100 2,000
Ross st, n s, 110 ft w of Bedford av, 20x100 10,000
Sackett and Bond sts, s w corner, 145x75x66.8x50x53.4x25x100 5,000
Sackett and Nevins sts, n e corner, 100x100 6,000
State st, n s, 266 ft e of Boerum st, 42x99.10 6,000
Union st, n s, 257 ft e of 6th av, 20x90, Dec 29, 1869 2,100
Union st, n s, 357 ft e of 6th av, 20x90, Jan 12, 1870 2,250
William st, n s, 125 ft e of Herbert st, 25x100 4,000
2d st, n s, 266 ft e of 5th av, 23x90 1,000
Atlantic av, s s, 100 ft e of Smith av, 25x100 (contract).. 1,000
Dekalb av, s s, 54 ft e of Graham st, 36x85.5 375
Myrtle av, No 151, 16.2x100 9,800
Park and Grand ave, n e corner, 75x100 4,800
Rochester av and Dean sts, n e corner, 25x— 413
Turnpike road, n s, 54 ft e of Ewen st, 100x—x22x—x30x20 400
5th av and 20th st, s e corner, 100x150.2 11,400
New Utrecht, adjoining Y Cropsey & Co and Maria Stillwell, 1 rood and 26 perches 150

Queens County.

FLUSHING.

Long lane, w s, adjoining Phillips Parsons, 16 acres.... 13,000

LONG ISLAND CITY.

Harris av, w s, 125 ft n of Jackson av, 50x99 500

NEWTOWN.

Williamsburg and Jamaica Pike and Fresh Pond road, s w corner, 65x12.7 4,300

WESTCHESTER COUNTY—EAST CHESTER.

Sidney place, s s, 100 ft w of Union place, lot 245, Chester Hill 500
Washington st, s s, lot No 9, G A Sacchi' map, 84x123.. 3,600

GREENBURG.

Lot 18, map of G L McKenzie 600
lot 21, map of G L McKenzie 450
Lot 18, map of G L McKenzie 400
Lots 15 and 16, map of G L McKenzie 900

MORRISANIA.

Morris av, e s, 68 ft n of Denman st, 25x100 700
Union st, e s, part lot 60, North Melrose, 25x100 600

Essex County, N. J.

NEWARK.

Barclay st, w s, 100 ft from Waverley place, 25x105 2,400
Durand st, s s, adjoining R L Heisenourg's lot, 30x50.. 2,900
Goldet st, w s, 628 ft from Thomas st, 30x96.6 350
Lafayette st, s s, 75 ft from Jefferson st, 25x100 1,900
Marshall st, n s, 96 ft from Nevada st, 21x65 1,200
Mercer st, n s, 150 ft from Hope st, 40x— 4,000
Mercer st, n s, 88 ft from Lincoln st, 25x100 1,250
Perry st, n s, 175 ft from Whitt st, 25x100 3,000
Walnut st, n s, 412 ft from Pacific st, 25x95 3,250

SOUTH ORANGE.

Mrs L A Haynes' property, 5 acres 20,000

EAST ORANGE.

Dodd and Westcott sts, n e corner, 52x150 150
Westcott st e s, 158 ft from Dodd st, 60x107 300
Westcott st, e s, 218 ft from Dodd st, 47x174 500

Hudson County, N. J.

JERSEY CITY.

Grove and North Twelfth streets, s e corner, 100x100.... 20,000
Prospect st, w s, 75 ft n of South 2d st, 25x100 3,975
Prospect st, w s, 50 ft n of South 2d st, 25x100 4,000
Prospect st and South 2d st, n w corner, 25x95 4,600

HUDSON CITY.

Jefferson av, lot 23, block 98, Passaic Co's property 600
West st, Paul's av, intersection Hackensack river, 10 acres meadow and 1 43-100 acres upland 10,000
Lot 22, block A and lot No 4 block G, adjoining reservoir, 50x100 1,700
Lots Nos 1, 2, 3, 4, 9, 10, 11, 12, block D, west end 4,000

BERGEN.

Lot 34, block No 3, property near Sherwood, Tilden & Co's map 900

UNION.

Union st, lot 13, Hudson county Real Estate Co 1,500

NORTH BERGEN.

Lots Nos 3 and 4, block No 2, Homestead station 1,000

ANOTHER DOMESTIC SCANDAL.—A bad piece of scandal, bidding fair to rival the Laconia poisoning case, or the last New York clerical elopement, is in the mouths of gossips near the height of land on the Northern Railroad. The names of the parties are given, and the case is reported to be in the hands of two prominent lawyers as a matter for further litigation. A certain man, commonly reputed to be worth twenty or thirty thousand dollars, was found in the company of another man's wife. The husband breaks in upon them with two male witnesses and assesses damages in the sum of $5,000, taking notes in payment. The offender is really worth only about $12,000. The notes are thrown on the market; his creditors attach all his property; he is taken insane, disappears, and is found wandering in the woods. He then makes a clean breast of the matter, and alleges that he is the victim of a conspiracy between the woman and her husband to extort hush money, having been invited to their house by the husband for that purpose, and seduced by his wife. The husband, on the other hand, alleges that his domestic relations have been frequently outraged on several previous occasions. Such are the reports. A legal investigation will bring out all the facts, unless the parties shall conclude to hush the matter for the mutual benefit of all concerned.—*Concord (N. H.) correspondence Boston Herald.*

SITUATIONS WANTED—FEMALES.

Cooks, &c.

12 JAY ST.—AN ENGLISH WOMAN AS COOK IN A restaurant or boarding house; good city reference.

40 WEST 13TH ST., IN THE REAR.—TWO RESPECTable German girls, both in one house, in a small private family; one as plain cook, washer and ironer; the other as chambermaid and waitress; prefer the country. Call for two days.

55 CHARLES ST.—A LADY DESIRES A SITUATION for a first class cook; is willing to assist in washing and ironing. Can be seen at her present employer's.

57 WEST 18TH ST., BETWEEN 5TH AND 6TH ave., rear.—A Protestant woman as good plain cook and to assist with the washing and ironing; good city reference.

80 WEST 11TH ST.—A RESPECTABLE GIRL AS cook and to do washing and ironing in a private family. Call for two days at her present employer's.

94 RIDGE ST., REAR.—TWO RESPECTABLE GIRLS, one as good plain cook and first rate washer and ironer, the other as chambermaid and waitress and to assist in the fine washing and ironing; best city reference.

118 WEST 19TH ST., BETWEEN 6TH AND 7TH AVS.—As first class cook; can do all kinds of French and English cooking; understands marketing. Apply for two days.

118 WEST 39TH ST., REAR HOUSE.—TWO YOUNG women; one as good cook, washer and ironer, the other as chambermaid and waitress. Call or address.

132 WEST 15TH ST., BETWEEN 6TH AND 7TH AVS.—As first rate plain cook; willing to do some washing and ironing in a small private family. Can give the best two years' city reference. Call for two days.

132 WEST 19TH ST., REAR.—A RESPECTABLE woman as cook, washer and ironer; can make good bread and biscuits; good city reference.

136 WEST 19TH ST., FIRST FLOOR, BACK ROOM.—A young woman as cook and washer and ironer; good city reference.

140 WEST 19TH ST., BETWEEN 6TH AND 7TH AVS.—A respectable girl as cook and to do washing and ironing or as chambermaid and waitress; has two years' reference from last place.

162 EAST 35TH ST.—A RESPECTABLE WOMAN understanding cooking in all its branches; best city reference given. Address.

203 WEST 27TH ST., NEAR 7TH AV., FIRST FLOOR, back room.—A Protestant woman as first class cook; understands cooking in all its branches, private or public; city reference.

211 7TH AV., NEAR 24TH ST.—A RESPECTABLE young girl as good plain cook and to assist in washing and ironing; is willing and obliging. Good city reference.

214 WEST 27TH ST.—A PROTESTANT WOMAN AS first class cook; is a good baker; no objection to do the coarse washing; good city reference.

230 WEST 18TH ST., BETWEEN 7TH AND 8TH AVS.—A young woman as cook; is a good baker; understands baking in all its branches; will assist at coarse washing if required; good reference from last place.

233 EAST 46TH ST., FOURTH FLOOR.—A RESpectable woman as cook; understands her business in all its branches; would assist in the washing.

243 EAST 29TH ST., BETWEEN 2D AND 3D AVS.—A Welsh woman as first class cook; no objection to a first class boarding house; excellent baker; good reference.

246 EAST 80TH ST., BETWEEN 1ST AND 2D AVS.—A young girl as cook, washer and ironer in a small private family. Call for two days.

251 WEST 17TH ST.—A YOUNG GIRL AS PLAIN cook; first rate washer and ironer; good reference. Call for two days.

326 EAST 12TH ST.—A COMPETENT WOMAN AS cook and to assist in the washing and ironing; no objections to the country; has the best city reference.

328 11TH ST. BETWEEN 1ST AND 2D AVS.—AS COOK by a respectable Scotch woman; understands cooking in all its branches.

334 EAST 11TH ST., BETWEEN 1ST AND 2D AVS.—A respectable woman as cook in a boarding house or private family; best city reference. Can be seen for two days.

344 6TH AV., SECOND FLOOR.—A RESPECTABLE young woman as first class cook in a private family; understands her business in all its branches; has no objection to a private boarding house.

347 7TH AV., BETWEEN 29TH AND 30TH STS.—A Protestant woman as cook in a private family or respectable boarding house; understands cooking, baking and desserts; good city reference given.

349 EAST 12TH ST., IN BUTCHER SHOP.—A Scotch Protestant girl to do plain cooking or general housework in a small American family; is a good baker, washer and ironer; city or country; wages not so much an object as a good home; good city reference.

404 WEST 25TH ST., BETWEEN 9TH AND 10TH avs.—As cook; will assist in washing and ironing. Good city reference.

423 EAST 12TH ST.—AS FIRST CLASS COOK IN A boarding house; understands her business in all its branches; no objection to assist with washing; good reference.

426 4TH AV., BETWEEN 29TH AND 30TH STS., store.—A good cook; willing to assist in the washing in a private family; best city reference.

432 30TH ST., CORNER 2D AV., THIRD FLOOR.—A respectable girl to cook, wash and iron; references.

437 WEST 26TH ST., BETWEEN 9TH AND 10TH avs.—A young girl to cook, wash and iron or housework in a small private family; is willing and obliging; best city reference from last place.

488 6TH AV., BETWEEN 29TH AND 30TH STS., room 10.—As first class cook; thoroughly understands her business; good city reference.

581 GREENWICH ST., CORNER HOUSTON.—A RESpectable young girl to cook, wash and iron in a private family; good city reference.

614 2D AV.—A YOUNG WOMAN AS SUPERIOR cook and laundress; is a good bread and biscuit baker; makes up linen in style; flutes by hand and machine; good city reference; wages $14.

729 WASHINGTON ST.—A YOUNG GIRL AS GOOD cook; no objection to assist with the washing and ironing; city or country. Reference if required.

780 WEST WASHINGTON PLACE (13TH ST.).—A RESpectable woman as cook in a hotel, restaurant or boarding house.

WANTED—BY A RESPECTABLE WOMAN, A SITUAtion as first class cook in a private family; understands her business perfectly. Address V. HIRVEN, British Legation, Washington, D. C.

Chambermaids, &c.

10 PRINCE ST., BETWEEN BOWERY AND ELIZA beth sts., second floor, rear.—A young girl to do chamberwork in a private family or boarding house; willing to assist at washing. Call for two days.

20 EAST 35TH ST.—A YOUNG GIRL AS CHAMBERmaid and waitress or as chambermaid and to do washing. Can be seen at her present employer's.

22 EAST 35TH ST., NEAR MADISON AV.—A YOUNG woman as experienced chambermaid and waitress; willing to assist in washing and ironing. Call at present employer's.

28 SUFFOLK ST.—A RESPECTABLE YOUNG GIRL as chambermaid.

43 PERRY ST.—A SCOTCH GIRL AS CHAMBERMAID and waitress or to do general housework in a small private family; is a nice steady girl and understands her work.

115 WEST 28TH ST., NEAR 6TH AV.—A PROTESTANT woman as chambermaid and seamstress.

115 WEST 19TH ST., BETWEEN 6TH AND 7TH avs.—A respectable girl as chambermaid and waitress or to do washing; best city reference. Call for two days.

201 WEST 24TH ST.—A YOUNG GIRL AS CHAMbermaid and waitress, or to do plain sewing. Good city reference.

203 WEST 27TH ST., NEAR 7TH AV., FIRST FLOOR, back room.—To do the chamberwork of a small family or kitchen maid's place; city reference.

203 WEST 27TH ST., NEAR 7TH AV., FIRST FLOOR, back room.—To do chamberwork and waiting or chamberwork and to assist in the washing; no objection to a boarding house; city reference.

245 WEST 27TH ST.—A RESPECTABLE YOUNG woman to do chamberwork and waiting; good city reference.

249 8TH AV., SECOND FLOOR, FRONT ROOM.—AS chambermaid and waitress; good city reference.

288 3D AV., NEAR 22D ST., IN THE FANCY STORE.—A Scotch Protestant girl as chambermaid and to do fine washing in a small family, or as good waitress; city reference.

309 7TH AV., BETWEEN 27TH AND 28TH STS., IN the rear.—A Protestant young girl to do light chamberwork and plain sewing in a nice family; is willing and obliging.

326 WEST 27TH ST., BETWEEN 8TH AND 9TH avs.—A respectable young girl as chambermaid and waitress in a private family, or to do chamberwork