THE BLAINE LETTERS.

BALANCE OF THE CORRESPONDENCE READ IN THE HOUSE.

WASHINGTON, June 6, 1876.

The following are additional letters of the Blaine correspondence read in the House yesterday:—

AUGUSTA, June 29, 1869.

MY DEAR MR. FISHER—I thank you for the article from Mr. Lewis. It is good in itself and will do good. He writes like a man of large intelligence and comprehension. Your offer to admit me to a participation in the new railroad enterprise is in every respect as generous as I could expect or desire. I thank you very sincerely for it, and in this connection I wish to make a suggestion of a somewhat selfish character. It is this:—You spoke of Mr. Caldwell's offer to dispose of a share of his interest to me. If he really desires to do so I wish he would make the proposition definite, so that I could know just what to depend on. Perhaps if he waits till the full development of the enterprise he may grow reluctant to part with the share, and I do not by this mean any distrust of him. I do not feel that I shall prove a deadhead in the enterprise if I once embark in it. I see various channels in which I know I can be useful. Very hastily and sincerely your friend,

J. G. BLAINE.

Mr. FISHER, India street, Boston.

THE BLAINE LETTERS.

Here is one dated Washington, May 25, 1864. This correspondence stretches over a considerable march of time, and this refers to the Spencer Rifle Company:—

WASHINGTON, D. C., May 25, 1864.

MY DEAR SIR—Your favor received. I am very glad, all things considered, that the government has accepted your proposition to take all your manufacture till September 1, 1865. It gives a straight and steady business for the company for a good stretch of time.

In regard to the tax provision you can judge for yourself, as I send herewith a copy of the bill as reported from the Finance Committee of the Senate, and now pending in that body. (See pages 148 and 149 where I have marked.) In looking over the bill you will please observe that all words in italic letters are amendments proposed by the Senate Finance Committee, while all words included in brackets are proposed to be struck out by the same committee. The provision which you inquire about was not in the original bill, but was an amendment moved from the Ways and Means Committee by Mr. Kasson, of Iowa, to whom I suggested it. It is just and proper in every sense and will affect a good many interests, including your company. I am glad to hear such good accounts of your progress in the affairs of the company, of which I have always been proud to be a member.

Tell Mr. Wells that his brother has been nominated by the Senate commissary of subsistence, with rank of captain. He will undoubtedly be confirmed as soon as his case can be reached. I will advise as soon as it is done. In haste. Yours truly,

J. G. BLAINE.

Mr. WARREN FISHER, Jr.

Mr. BLAINE said:—I now pass to a letter dated Augusta, Me., July 4, 1869, but I read these letters now somewhat in their order. Now to this letter I ask the attention of the House. In the March session of 1869, the first time at which I was Speaker, the extra session of the Forty-first Congress, a land grant to the State of Arkansas for the Little Rock road was reported. I never remember to have heard of the road until at the last night of the session, when it was up here for consideration. The gentlemen in Boston with whom I had relations did not have anything to do with that road for nearly three or four months after that time. It is in the light of that statement that I desire that letter read. In the autumn, six or eight months afterward, I was looking over the *Globe*, probably with some little curiosity, is not pride, to see the decisions I had made the first five weeks I was Speaker. I had not until then recalled this decision of mine, and when I came across it all the facts came back to me fresh and I wrote this letter:—

[Personal.]

AUGUSTA, Me., Oct. 4, 1869.

MY DEAR SIR—I spoke to you a short time ago about a point of interest to your railroad company that occurred at the last session of Congress. It was on the night of the session, when the bill renewing the land grant to the State of Arkansas for the Little Rock road was reached Julian, of Indiana, chairman of the Public Lands Committee, and by right entitled to the floor, attempted to put in the bill, as an amendment, the Fremont El Paso scheme, a scheme probably well known to Mr. Caldwell. The House was thin and the lobby in the Fremont interest had the thing all set up and Julian's amendment was likely to prevail if brought to a vote. Root and the other members from Arkansas who were doing their best for their own bill, to which there seemed to be no objection, were in despair, for it was well known that the Senate was hostile to the Fremont scheme, and if the Arkansas bill had gone back to the Senate with Julian's amendment the whole thing would have gone on the table and slept the sleep of death. In this dilemma Root came to me to know what on earth he could do under the rules, for, he said, it was vital to his constituents that the bill should pass. I told him that Julian's amendment was entirely out of order, because not germane. He had not sufficient confidence in his knowledge of the rules to make the point, but he said General Logan was opposed to the Fremont scheme and would probably make the point. I sent my page to General Logan with the suggestion, and he at once made the point and killed it otherwise than sustain it, and so the bill was freed from the mischievous amendment moved by Julian and at once passed without objection. At that time I had never seen Mr. Caldwell, but you can tell him that without knowing it I did him a great favor. Sincerely yours,

JAMES G. BLAINE.

W. FISHER, Jr., 24 India street, Boston.

After an explanation of this letter a second letter, dated October 4, 1869, of which the following is a complete copy, one sheet having been omitted in arranging it for publication, was read as follows:—

AUGUSTA, Me., Oct. 4, 1869.

MY DEAR MR. FISHER:—Find enclosed extracts of the parties named in my letter of yesterday. The remaining contracts will be completed as rapidly as circumstances will permit.

I enclose you a part of the *Congressional Globe* of April 9, containing the point to which I referred at some length in my previous letter of to-day. You will find it of interest to read it over and see what a narrow escape your bill made on the last night of the session. Of course it was my plain duty to make the ruling when the point was once raised. If the Arkansas men had not, however, happened to come to me when at their wit's end and in despair the bill would undoubtedly have been lost, or at least postponed for a year. I thought the fact would interest both you and Caldwell, though occurring before either of you engaged in the enterprise. I beg you to understand that I thoroughly appreciate the courtesy with which you have treated me in this railroad matter; but your conduct toward me in business matters has always been marked by unbounded liberality in past years, and, of course, I have naturally come to the conclusion to expect the same of you now. You urge me to make as much as I fairly can out of the arrangement into which we have entered. It is natural that I should do my utmost to this end. I am bothered by only one thing, and that is definite and expressed arrangements with Mr. Caldwell. I am anxious to acquire the interest he has promised me, but I do not get a definite understanding with him as I have with you. I shall be in Boston in a few days, and shall then have an opportunity to talk matters over fully with him. I am disposed to think that whatever I do with Mr. Caldwell must really be done through you.

Kind regards to Mrs. Fisher. Sincerely,

J. G. BLAINE.

Mr. WARREN FISHER, Jr.

WASHINGTON, April 18, 1872.

MY DEAR MR. FISHER—I answered you very hastily last evening, as you said you wished an immediate reply, and perhaps in my hurry I did not make myself fully understood. You have been for some time laboring under a totally erroneous impression in regard to my results in the Fort Smith matter. The sales of bonds which you spoke of my making, and which you seem to have thought for my benefit, were entirely otherwise. I did not have the money in my possession forty-eight hours, but paid it over directly to the parties, whom I tried by every means in my power to protect from loss. I am very sure that you have little idea of the labor, the losses, the efforts and the sacrifices I have made within the past year to save innocent persons, who invested on my request, from personal loss, and I say to you to-night, solemnly, that I am immeasurably worse off than if I had never touched the Fort Smith matter. The demand which you make upon me now is one which I am entirely unable to comply with. I cannot do it. It is not in my power. You say that "necessity knows no law," that applies to me as well as to you, and when I have reached the point I am now at I simply fall back on that law. You are well aware, as I am, that the bonds are due me under the contract. Could I have these I could adjust many matters not now in my power, and so long as this and other matters remain unadjusted between us I do not recognize the lawfulness of your calling on me for a partial settlement. I am ready at any moment to make a full, fair comprehensive settlement with you on the most liberal terms. I will not be exacting or captious or critical, but am ready and eager to make broad and generous adjustment with you, and if we cannot agree ourselves we can select a mutual friend who can easily compromise all points of difference between us. You will see, I trust, that I am disposed to meet you in a spirit of friendly cordiality, and yet with a sense of self-defence that impels me to be frank, and expose to you my pecuniary weakness. With very kind regards to Mrs. Fisher, I am, yours truly,

J. G. BLAINE.

To W. FISHER, Jr., Esq.

Mr. Blaine said—I will inform gentlemen for their benefit, especially those who are so eager to search the records of the Circuit Court at Little Rock, Ark., that it was this $25,000 which I recovered through the courts of Arkansas. I think it was the 1st of May, this spring.

WASHINGTON, D. C., April 13, 1872.

MY DEAR MR. FISHER—I have your favor of the 12th. I am not prepared to pay any money just now in any direction, being so cramped and pressed that I am absolutely unable to do so. Please send me a copy of the notes of mine held by you with indorsed payments thereon. I would have been glad, instead of a demand upon me for payment of notes if you had proposed a general settlement of all matters between us that remain unadjusted. There is still due to me on articles of agreement between us $70,000 in land bonds and $31,000 in first mortgage bonds, making $101,000 in all. For these bonds the money was paid you nearly three years ago, and every other party agreeing to take bonds on the same basis have long since received their full quota. I alone am left homeless and helpless so far as I can see. Then there is the $25,000 which I borrowed and paid over, under your orders, to Mr. Pratt, for which I have received no pay. Mr. Caldwell paid the small fraction of the amount, as I supposed, but he now says the money which he paid me must be credited to another account on which he was debtor, and he denies all responsibility—past, present and future—on the $25,000, for payment of which I must, he says, look solely to you. I only know that I delivered the money to Mr. Pratt on your written order. I still owe that money in Maine and am carrying the greatest part of it at eight per cent—nearly $2,000 per annum steady draw on my resources which are slender enough without this burden. Still further, I left Mr. Antigas January, 1871, $6,000 in land grant bonds, Union Pacific Railroad, to be exchanged for a like amount of Little Rock land bonds with Mr. Caldwell, he to change back when I desired. Mr. Caldwell declined to take them, and you took them without any negotiation with me or any authority from me in regard to the matter. You placed the Little Rock land bonds in the envelope, and I have the original envelope with Mr. Mulligan's indorsement thereon of the fact of the delivery to you. Now, I do not complain of your taking the bonds, provided you hold yourself bound to replace them. The most of the whole matter is that the bonds were only part mine, and I have had to make good the others to the original owner. There are other matters to which I do not refer, but my letter is already long.

I do not think, under the circumstances, it would be quite wise or kind in you to place any note or notes of mine that may happen to be in your possession in the hands of third parties as collateral. In any event, I ask as a simple favor that you will not do so, and that you will send me by return mail a copy of all obligations of mine in your possession.

Mrs. Blaine joins me in very kind regards to Mrs. Fisher, and in the expression of the hope that you may have a pleasant and profitable tour of Europe. Sincerely yours,

WARREN FISHER, Jr., Esq.

J. G. BLAINE.

There is mentioned in this letter $6,000 of land grant bonds of the Union Pacific road, for which I stood as only part owner. They were only in part mine. As I have started out to make a personal explanation I want to make a full explanation in regard to this matter. Those bonds were not mine, except in this sense:—In 1869 a lady, who is a member of my family, and whose financial affairs I have looked after for many years—many gentlemen well know to whom I refer without my being more explicit—bought, on the recommendation of Mr. Samuel Hooper, $6,000 worth of land grant bonds of the Union Pacific Railroad as they were issued in 1869. She got them on what was called the "stockholders' basis." I think it was a very favorable basis on which they distributed those bonds. These $6,000 of land grant bonds were obtained in that way. In 1871 the Union Pacific Railroad Company broke down, and these bonds fell so that they were worth about forty cents on the dollar. She was anxious to make herself safe, and I had so much confidence in the Fort Smith land bonds that I proposed to her to make an exchange. The six bonds were in my possession, and I had previously advanced money to her for certain purposes, and held a part of these bonds as security for that advance. The bonds in that sense, and in that sense only, were mine; they were security for the loan which I had made. They were all literally hers; they were all sold finally on her account, not one of them for me. I make this statement in order to be perfectly fair. I have now read those fifteen letters; the whole of them. The House and the country now know all there is in them. They are dated, and they correspond precisely with Mulligan's memorandum which I have here. I keep this memorandum as a protection to myself, for it is very valuable as showing the identity of the letters in every respect.

Mr. BLAINE said—"Wait just a moment. There was a contract also among these letters, the same that was put in evidence by Mulligan, of the parties in Maine who bought Little Rock bonds. I only refer to that because it is the same in every respect with that which has already been made public. He also testified to something among Mr. Fisher's papers about the Northern Pacific Railroad. That makes eighteen papers. I will put them all in. Let them all go."

Mr. HALE—Does the exhibit which the gentleman has made cover every paper of every kind whatever that came from Mulligan?

Mr. BLAINE—Every solitary "snod and scrimption," as the children say.

At the conclusion of Mr. Blaine's remarks Mr. Glover said:—"Will the gentleman from Maine now respond to the request I made that the memorandum of Mr. Mulligan be read at the Clerk's desk?"

Mr. BLAINE—O, yes. I shall be glad to have it read.

The Clerk read as follows:—

MULLIGAN'S MEMORANDUM.

No. 1.—October 4, 1869.—Relating to debate in House and Blaine's ruling and favors he was to receive from Conor for pressing bill extending time on first twenty miles.

Mr. BLAINE—This is what Mr. Mulligan puts down as the substance of the letters.

The Clerk continued the reading as follows:—

No. 2, Oct. 4, 1869.—On the same subject.

No. 3, June 27, 1869.—Thanking Fisher for admitting him to participate in land fees railroad, and urging him to make call; say how much he would give him and for what; he knew he would be no deadhead, but would render valuable assistance.

No. 4, July 25, 1869.—On the same subject.

No. 5, Sept. 5, 1869.—Contract with different parties.

No. 6.—Contract with Northern Pacific.

No. 7, May 14, 1870.—Caldwell designs to treat him handsomely in the end.

No. 8, Oct. 24, 1871.—Fisher to blame; urging settlement of Northern Pacific Railroad account, $25,000.

Mr. BLAINE said—There was no such letter in the package. The letter he speaks of seems to have been a letter from Mr. Fisher to myself. There was no such letter in the package, and the numbers he gives do not call for it. There were fifteen letters and three pieces of paper. At any rate that was not a letter from me.

The clerk continued the reading as follows:—

No. 9, Oct. 4, 1871.—Mr. Blaine admits that there was $6,000 paid on the $25,000 loan and to have received $50,000 from Fisher.

No. 10, Oct. 1, 1871.—Admits being paid $6,000 on account of loans. Mr. Blaine sold sundry parties $125,000 in first mortgage bonds and common stock $125,000, preferred stock $125,000, for which he was paid by them $125,000 cash, and Mr. Blaine was to receive for his share of the transaction $125,000 in land grant bonds and $32,000 in first mortgage bonds; total, $157,000. Now, calling land and first mortgage bonds equal in value, and stock valueless for $125,000, plus $157,000, equals $282,000 bonds, cash $25,000, equals 44 28-63 per cent. Mr. Blaine also sold sundry parties, $63,000 bonds and $56,000 stock; for cash, $43,150; less cash $15,150 paid Mr. Blaine for his share in the transaction. Twenty-eight thousand net cash received by Mr. Fisher for the above $63,000 bonds and $56,000 stock, equal to 44 28-63 per cent for the bonds, calling stock nothing. Mr. Blaine in final settlement, September 21, 1872, claimed only $101,000 bonds due, December letter (December 3, 1872). He previously received $61,000 and was to look to Caldwell for balance. September 21, 1872, received $40,000.

No. 11, April 13, 1872.—Saying there was $101,000 bonds due him and claiming that there was due him on Union Pacific bonds, exchanged $6,000 and admitting that there were some of them his own.

No. 12, April 18, 1872.—Admits the $64,000 sale of bonds and paid the money over in forty-eight hours to Maine parties.

Mr. BLAINE—See the abstract that he makes:—"Admits the $64,000 sale bonds, and paid the money over in forty-eight hours to Maine parties." There is not a word said about it in the letter. There have not been, I say, one positive piece of testimony in any direction. They sent to Arkansas to get some hearsay about bonds; they sent to Boston to get some hearsay. Mulligan was contradicted by Fisher and Atkins; Scott swore directly against him; Morton, of Morton, Bliss & Co., never heard my name in the matter; Carnagee, who negotiated the note, never heard my name in that connection; Rollins said it was one of the intangible rumors he spoke of as floating in the air. Gentlemen who have lived any time in Washington need not be told that intangible rumors get considerable circulation here. If a man is to be held accountable before the bar of public opinion for intangible rumors, who in the House will stand? No, gentlemen, these letters I have read were picked out of correspondence extending over fifteen years. The man did his worst, the very worst he could, out of the most intimate business correspondence of my life. I ask, gentlemen, if any of you, and I ask it with some feeling, can stand a severer scrutiny or a more rigid inquiry into your private correspondence? That was the worst he could do.

OFFICIAL CROOKEDNESS.

CONGRESSIONAL INVESTIGATION INTO THE WORKINGS OF THE ADMINISTRATION IN LOUISIANA.

NEW ORLEANS, June 6, 1876.

Before the Congressional Committee to-day Charles W. Lowell, ex-Postmaster, who defaulted in 1873, testified that the sum of $14,500 had been raised by his sureties and other parties as a compromise with the government for $7,000, as shown by the quietus dated June 20, 1874, and signed by the Auditor of the Treasury. This money was paid over to Frank Morey, Congressman, who conducted the adjustment in Washington. The testimony of the sureties on the bond proves that a larger sum of money was raised than specified in the article of the compromise.

Several witnesses were called, who testified that, during the campaign of 1872, money was paid by parties in the Custom House to persons who did no service for the government.

Considerable evidence was taken relative to the Construction Department, showing that workmen had received less wages than the amounts entered on the pay rolls. In one case the witness said he received $20 where the entry was for $75, and the signature a forged one.

The chairman of the committee received the following despatch:—

JACSONVILLE, Fla., June 6, 1876.

Wicker, Collector, Key West, left for Washington to consult the President and Secretary in relation to his testimony. He has a private copy of his report against Casey. His official one was suppressed by Secretary Boutwell. Wicker has often threatened to publish his report, and the department trembled. Make him produce copy.

W. A. PERRY.

Wicker arrived on Tuesday, and has been subpœnaed by the committee. He will probably testify on Wednesday.

Ex-Congressman Sheldon was called and examined relative to meeting General Porter, Babcock and Casey at Washington and discussing the appointment of Billings as District Judge after the Senate failed to confirm Pardee. Casey was a supporter of the latter, and a proposition made him change his support in favor of Billings. Sheldon declined to testify concerning a conversation with Casey on the subject of the judgeship so far as related to third parties.

Major George E. Head, United States Army, appeared before the committee and made a statement denying the charge of bribery made against him by Seelye, in Washington. He declared that Seelye offered him the majority of the regiment if he would station troops at certain towns in North Louisiana. This was in the fall of 1874, when the witness had command of the post at Monroe. The troops were to be used for political purposes, and Head refused to grant the request. He also testified that Morey had said the only advantage of the presence of troops was the political influence which they exercised.

MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, June 7—1 A. M.

Probabilities.

In the South Atlantic States, stationary or rising barometer, southerly winds, warmer or partly cloudy or clear weather.

For the Gulf States, stationary, followed by falling barometer, warmer, southerly winds and generally clear weather.

For Tennessee and the Ohio Valley, warmer southerly possibly shifting to colder northerly winds, stationary pressure, partly cloudy weather.

For the Upper Mississippi and Lower Missouri valleys, opposing colder northerly and warmer southerly winds, slight changes in pressure, cloudy weather and possibly light rain.

For the lake region colder northerly winds, stationary or rising barometer, clear or partly cloudy weather.

For the Middle and Eastern States rising barometer, northwest to southwest winds, cooler followed by warmer, clear or partly cloudy weather.

The rivers will generally fall, except a slight rise in the Lower Missouri.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy, HERALD Building:—

	1875.	1876.		1875.	1876.
3 A. M.	65	58	3:30 P. M.	80	73
6 A. M.	65	59	6 P. M.	75	68
9 A. M.	71	66	9 P. M.	71	62
12 M.	76	70	12 P. M.	69	58

Average temperature yesterday 64¼
Average temperature for corresponding date last year 71½

DEATH ON THE BALL FIELD.

NEW HAVEN, Conn., June 6, 1876.

William B. Clyne ruptured a blood vessel in the heart while playing base ball at Fair Haven to-day, and died soon afterward.

THE ARMY OF THE POTOMAC.

SEVENTH ANNUAL REUNION OF THE SOCIETY OF THE ARMY OF THE POTOMAC—SPEECHES BY DISTINGUISHED GENERALS—GENERAL DIX ON THE DUTY OF THE HOUR.

PHILADELPHIA, June 6, 1876.

The seventh annual reunion of the Society of the Army of the Potomac was held at the Academy of Music to-day. Shortly after noon, the various corps comprising the army filed into the building, taking seats in the parquet, Beck's band meanwhile entertaining the large assemblage in attendance with military airs. The building was simply yet tastefully decorated. The stage represented a scene from camp life, with canvas tents in the rear, large banners, stacks of arms and drums immediately in front of the stage boxes. Over the stage was a large banner containing all the corps signs of the army. The auditorium was profusely decked with bunting, tri-colored bunting and blue silk bannerets, bearing the names of the States and Territories intermingled with flowers hung from the piers.

Seated upon the stage, on each side of General Hancock, the president, were Generals Sherman and Sheridan, ex-Governor of New York, John A. Dix; ex-Governor Curtin, General Joe Hooker, Mr. William Winter, Quartermaster General Ingalls, General Day, Dr. Neal, Mayor William S. Stokley, General Cadwalader, General Patterson, General McIntosh, Governor Hartranft, Major General Aspinwall, General Gershon Mott, General Robinson, General George H. Sharp General Slocum, Sago, Commander-in Chief of the Japanese armies, and Fritz Cuniffe Owen, of the Japanese Centennial Commission; General Averill, General James A. Beaver, General G. J. Whitehead, General William J. Sewell, General Scott Mindell, General H. E. Davis, Jr.; General Augenreid, General Whipple, General Jacob Sharp, General Nichols, Colonel Church, General Andrew W. Dennison, General Ingram, General Shaw, General John K. Parker, General J. K. Siegfried, General William J. Bolton, General William G. Nutchell, General James C. Lynch, General Joseph Oliver, General William M. Duntzer, General Francis A. Walker, General Charles F. Ruff, General John W. Gregory, General James L. Seltridge, General John F. Ballier, Colonel John W. Forney, Daniel Dougherty, George H. Boker, General Collis, General H. H. Burgham and Colonel George Meade.

General HANCOCK called the meeting to order at half-past twelve o'clock.

Before proceeding with the exercises, Rev. Mr. McVicker invoked the Divine blessing.

Mayor STOKLEY then delivered a brief welcome to the society.

SPEECH OF GENERAL DIX.

General DIX, after referring to many of the historical incidents of the war, in which he bore a part, concluded his speech as follows:—

"Fellow soldiers of the past and fellow citizens of the present and the future, it is one of the necessities of your condition as members of a political system, in the administration of which every man has a voice, that your work is never finished; that your liberties can only be made secure at the price of everlasting vigilance; that each revolving year brings with it some new danger to be averted or some wrong to be redressed. Under a Federal government like ours, which is sovereign only for the purposes expressed in the fundamental compact, the harmonious co-operation of the States is almost indispensable to the successful action of the system in the present and its perpetuity in the future. It is nearly as indispensable that the harmony should be social as well as political. For this reason no effort should be left untried to re establish the amicable relations which existed before the war. There is nothing in the past which should be an obstacle to the restoration of kind feeling. There may be individual exceptions, but as a general proposition it is true that no intestine conflict was ever carried on with so little violations of the laws of war and so little outrage to the dictates of humanity, and since its close the life of no combatant has been sacrificed on the altar of revenge. It remains only to forget that we have ever been alienated; or, if the memory cannot be thus constrained, we may act as though the past were forgotten. I know that such an appeal need not be addressed to you. Those who have been confronted in deadly combat are always the first to lay aside their animosities when the wager of battle has been tried and fairly decided. If at the North there are some who would rake open the expiring embers of a strife, of which the flames have been burned out and extinguished; if at the South there are those who persevere in fomenting the ancient bitterness, and insist that their prosperity depends on the restoration of a social order on which the hand of Providence has set the seal of death, let us be thankful that these are only sporadic cases of a moral distemper from which the great body of the people are exempt. Let us begin the century which is about to commence as our fathers began that which is about to close—in a spirit of mutual forbearance, with no rivalry but that of promoting our common prosperity, in thankfulness for our rescue from the dangers we have passed, and in trustfulness in the Sovereign Ruler of the Universe for our deliverance from those which lie before us. If we were to consider our progress during the last hundred years in physical improvements and in all the elements of national prosperity as the measure of our advancement in the hundred years that are to come the imagination would be inadequate to the conception. On the Fourth of July, 1776, the journey from Boston to this city—330 miles—was usually the work of ten days. On the Fourth of July, 1876, a railroad train can leave New York, on the Atlantic, and reach San Francisco, on the Pacific—3,300 miles—in eighty-four hours, a feat which has been already accomplished. A hundred years ago it was the work of months to convey intelligence from ocean to ocean. Now a message by telegraph leaving here at the rising of the sun will outrun him in his course and reach the Pacific before his rays have lighted up the peaks of the Rocky Mountains. At the beginning of the century we were a feeble community, struggling for existence, and scarcely known to the great Powers of the Eastern hemisphere. We now stand before the world as their equal, and all the nations of the earth come as contributors to the innumerable products of industry, science, art, taste and genius which have their exposition here. This is the priceless inheritance which, as soldiers, you helped to maintain against the open shock of war. It devolves on you now by a conscientious and enlightened discharge of your duty as good citizens to resist the insidious dangers of peace—the inroads of extravagance, faithlessness and corruption in private and public life."

A poem entitled "The Voice of Silence" was read by Mr Winter.

Short addresses were also made by Generals Sheridan, Hooker and Governor Hartranft, General Slocum, General Robinson, General Averill, General McIntosh and General Sharpe.

General SHERMAN announced that the reunion of the Army of the Tennessee, of which he was President, had been postponed from July 22, and would take place on the 18th of October, at Washington, when the monument erected to the memory of General George B. McPherson would be unveiled. The meeting was then adjourned.

THE BUSINESS MEETING.

Immediately after the reunion had closed General Hancock called the society to order, and announced that the first business in order was the election of officers. General Henry W. Slocum and General John F. Hartranft were nominated for President for the ensuing year, but the preference for Hartranft was so strong that his nomination was made unanimous. The Governor was then introduced, and in a few words expressed his gratification and promising to fill the duties of his office. George H. Sharpe was re-elected Recording Secretary, Colonel William C. Church Corresponding Secretary, and H. G. Davies, Jr., Treasurer. The following Vice Presidents were then elected:—Artillery Corps, Colonel R. B. Ricketts; Cavalry Corps, David McM. Gregg; General Staff, Colonel George Meade; First Corps, Colonel Dana; Second, General A. A. Humphries; Third, General Collis; Fourth, Colonel H. C. King; Fifth, Colonel Syner; Sixth, General M. T. McMahon; Ninth, General McKibben; Eleventh, Charles Devens; Twelfth, Henry W. Slocum.

Thanks were tendered to General Dix for his oration and to Mr. William Winter for his poem. A difference arose as to the place of holding the next annual meeting, which was finally decided by the selection of Providence, R. I.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF JUNE AND JULY.

Steamer.	*Sails.*	*Destination.*	*Office.*
Russia	June 7.	Liverpool	4 Bowling Green
Gellert	June 8.	Hamburg	61 Broadway
Rotterdam	June 8.	Rotterdam	30 Broadway
Spain	June 10.	Liverpool	50 Broadway
Adriatic	June 10.	Liverpool	37 Broadway
City of Chester	June 10.	Liverpool	15 Broadway
Australia	June 10.	London	2 Bowling Green
Alsatia	June 10.	Glasgow	7 Bowling Green
Neckar	June 10.	Bremen	2 Bowling Green
France	June 10.	Havre	55 Broadway
Nevada	June 13.	Liverpool	29 Broadway
Scythia	June 14.	Liverpool	4 Bowling Green
State of Virginia	June 15.	Glasgow	72 Broadway
Pommerania	June 15.	Hamburg	61 Broadway
Weser	June 17.	Bremen	2 Bowling Green
City of Richmond	June 17.	Liverpool	15 Broadway
Pereire	June 17.	Havre	55 Broadway
Anchoria	June 17.	Glasgow	7 Bowling Green
Wisconsin	June 20.	Liverpool	29 Broadway
Algeria	June 21.	Liverpool	4 Bowling Green
State of Nevada	June 22.	Glasgow	72 Broadway
P Caland	June 22.	Rotterdam	30 Broadway
Hammonia	June 22.	Hamburg	61 Broadway
Britannic	June 24.	Liverpool	37 Broadway
Egypt	June 24.	Liverpool	69 Broadway
Rhein	June 24.	London	2 Bowling Green
St Germain	June 24.	Havre	55 Broadway
California	June 24.	Glasgow	7 Bowling Green
Mosel	June 24.	Bremen	2 Bowling Green
Bothnia	June 28.	Liverpool	14 Bowling Green
Goethe	June 29.	Hamburg	61 Broadway
State of Indiana	June 29.	Glasgow	72 Broadway
City of Berlin	July 1.	Liverpool	15 Broadway
Italy	July 1.	Liverpool	69 Broadway
Ethiopia	July 1.	Glasgow	7 Bowling Green
Canada	July 1.	Havre	55 Broadway
Donau	July 1.	Bremen	2 Bowling Green
Wyoming	July 4.	Liverpool	29 Broadway
The Queen	July 8.	Liverpool	10 Broadway
Germanic	July 8.	Liverpool	37 Broadway

☞NOTICE TO CAPTAINS OF VESSELS IN THE COASTING AND FOREIGN TRADE—Captains or officers of vessels engaged in the coasting or foreign trade, observing the displacement or removal of sea buoys, are requested to communicate the fact to the HERALD, so that it may be brought publicly to the attention of the proper authorities. A letter addressed "to the editor of the HERALD, New York city," giving as accurately as possible the number and position of displaced buoys or the cause of their removal, will suffice in all cases observed along the Atlantic and Pacific coasts of the American Continent. When they are observed on the coast of European countries or in the Mediterranean it is requested that information be sent either by telegraph or letter to the London office of the NEW YORK HERALD, 46 Fleet street, London, or to the Paris office, 61 Avenue de l'Opera, Paris. Where the telegraph is used despatches may be addressed "Bennett, 46 Fleet street, London," or "Bennett, 61 Avenue de l'Opera, Paris." Where cases of displacement are observed in the waters of countries beyond the reach of the telegraph, as in Asia or Africa, captains may communicate with us upon reaching the first convenient port. This information will be cabled free of charge to the HERALD and published.

☞NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The NEW YORK HERALD has adopted a distinguishing Coston night signal for use on board the HERALD steam yacht, showing while burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels, upon seeing this signal, will oblige us by preparing any marine news they may have for the Ship News Department of the HERALD.

☞Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of HERALD news yacht, pier No. 1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 29		Gov. Island	morn	8 26
Sun sets	7 28		Sandy Hook	morn	7 41
Moon sets	eve	8 39	Hell Gate	morn	10 11

PORT OF NEW YORK, JUNE 6, 1876.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer Scythia (Br), Hains, Liverpool May 27 and Queenstown 28, with mdse and passengers to C G Francklyn.

Steamer Pommerania (Ger), Schweussen, Hamburg May 24, Havre 27th, with mdse and 482 passengers, to Kuuhardt & Co. Had fine weather and westerly winds throughout; the last 5 days fog; May 29, lat 48 30, lon 16 20, spoke steamer Rhein (Ger), hence for Bremen; 31st, lat 46 24, lon 29 30, Cunard steamer Caribbean; June 2, lat 43 10, lon 45 26, Bremen bark Laura & Gertrude, hence for Antwerp; 6th, lat 40 36, lon 72, English bark W T Whiting, of St John, NB.

Steamer George Washington, Whitehead, St Johns, NF, via Halifax June 2, with mdse and passengers to Clark & Seaman.

Steamer Brasbear, Forbes, New Orleans May 31 and Southwest Pass June 1, with mdse and passengers to Chas A Whitney & Co.

Steamer San Salvador, Nickerson, Savannah June 3, with mdse and passengers to Wm R Garrison.

Steamer Champion, Lockwood, Charleston 3 days, with mdse and passengers to Ira W Quintard & Co.

Steamer Richmond, Kelly, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co.

Steamer Harrisburg, Worth, Philadelphia, with coal to the Reading RR Co.

Ship Summer R Mead (of Boston), Dixon, Calcutta 108 days, with mdse to order. Passed Cape of Good Hope April 11 and crossed the Equator May 8, lon 30; had heavy westerly gales off the Cape and light northeast trades.

Ship Ottelie (of Liverpool), Efford, Bombay Jan 31, with mdse to Bowring & Archibald. Passed Cape of Good Hope March 31 and crossed the Equator May 3, in lon 39 40; March 31, off Cape of Good Hope, spoke bark Francis B Fay, from Manila for Boston; April 20, lat 13 S, lon 13 W, ship Surrey (Br), from Calcutta for Guadaloupe; June 1, lat 33, lon 68, passed vessel of about 120 feet in length, coppered, bottom up; same time, saw a quantity of lumber floating about.

Bark Marathon (of Boston), Emery, Auckland, 98 days, with mdse to Arnold, Hines & Co. Passed Cape of Good Hope April 8 and crossed the Equator May 13, in lon 40.

Bark Ottavia (Ital), Sanguinette, London 53 days, in ballast to order.

Bark Grant (Nor), Florenss, Barrow 32 days, in ballast to order. Is anchored at Sandy Hook for orders.

Bark Stella Gozzola (Ital), Massa, Hull 46 days, in ballast, to Benham & Boyesen.

Bark Post (Nor), Gundersen, Trederband, 55 days, in ballast to C Tobias Co.

Bark E W Cohoon (Br), Manthon, Point-a Pitre 16 days, with sugar to L P Brigham.

Bark Edith Marion (of Newport, E), Marshall, Havana 12 days, with sugar to P V King & Co; vessel to J W Elwell & Co.

Bark Speedwell (Br), Tower, Cardenas 11 days, with sugar to P I Nevius & Son.

Bark Canova (Br), Wood, Matanzas May 23, with sugar to J W Parker & Co.

Bark Ville de Frontignan (Fr), Roux, Guantanamo 19 days, with sugar to master.

Bark Colin E McNeil (of Boston), Crowell, St Jago 13 days, with sugar to Brooks & Co; vessel to Parsons & Loud.

Brig Angelia, Eaton, Demerara 29 days, with sugar to J Leaycroft & Co; vessel to Simpson, Clapp & Co; May 25, lat 28, lon 70 30, spoke brig Wm Phipps (Hay), hence for Aux Cayes.

Brig Emily (Br), Morgan, Belize, with mahogany to Wm Jex.

Brig Kate (of Halifax, NS), Fader, Calbarien 10 days, with sugar to J M Cebellos; vessel to L F Brigham.

Brig Landsblomster (Nor), Olsen, Bridgewater 56 days, with firebrick to order; vessel to Funch, Edge & Co.

Schr Lucretia, Parsons, San Blas 21 days, with cocoanuts to H J Weinberg & Co.

Schr Mary Shuman, Adams, Port Lemon April 27, and Key West 12 days, with cedar to W P Grace & Co; vessel to J W Elwell & Co.

Sch. Emerald (yacht, of Kingston, Ga), Ridley, Port au Prince 14 days to S Decoydova.

Schr H E Riley (of Harringron), Coffin, Sagua, 9 days with sugar to Charles Luling & Co; vessel to Brett, Son & Co.

Schr Lord Mayo (of Halifax, NS), Wall, Bermuda., 5 days with produce to Dunscombe & Fisk.

Schr Tannahauser, Haskell, Cedar Keys, Fla, 17 days, with lumber to Eppinger, Russell & Co.

Schr Libbie Worthley, Clupps, Charleston, S C, 15 days, with lumber to order.

Schr Ellen Tobin, Burnett, Alexandria.

Schr A J Alcott, French, Virginia.

Schr John T Williams, Newbury, Virginia.

Schr Barbara, Grady, Virginia.

Schr Rhoda Holmes, Budd, Georgetown, DC.

Schr Maria Pierson, Grant, Georgetown, DC.

Schr Agile, Roberts, Georgetown, DC, 11 days, with naval stores to order.

Schr Daniel Pierson, Pierson, Baltimore.

Schr Madawaska Maid (fisherman), Tupper, with 8,000 mackerel. June 5, 30 miles south of Block Island, boarded bark Clinton (whaler), from Honolulu for New Bedford, 5 months out.

☞Ship Johanna (Ger) and bark Glitner (Nor), which were anchored in