THE RADICAL'S DREAM.

Antagonisms Between Capital and Labor Considered.

MONSTROUS ABUSES OF THE MONOPOLISTS

Communism In Its Theoretical and Practical Aspects.

HOW THE LABORER IS MADE TO SUFFER

Utopian View of the Duties of the Government.

TROY, N. Y., Sept. 4, 1877.

TO THE EDITOR OF THE HERALD:—

I herewith send you the communication upon "The Strike." It is written on the side of labor. If some of the questions appear radical to you please remember the question is a very radical one. I need scarcely remind a journal so well managed and sagacious as the HERALD that the rights of labor must triumph soon; that it is to be the great political issue of the hour, and that those journals which, in labor's dark hours, extend a helping hand will in the future reap a rich harvest. I remain, with great respect, yours, &c., R. H. FERGUSON.

RADICAL VIEW OF THE STRIKE.

TROY, Sept. 3, 1877.

TO THE EDITOR OF THE HERALD:—

Now that the excitement and hot blood generated by the strike have somewhat subsided and people are capable of using a little judgment, would it not be well and proper for us to call a halt and examine as to the causes and the remedies for the present antagonistic relations between capital and labor; see if there are not two sides to this question, and also if we cannot agree to work together for mutual benefit in the future? As regards the rights of labor I advance these principles:—

First—That all labor has a perfect right to an equal share of the wealth which it creates.

Second—That all capital is but the harvest of past labor; that is, it is what has been saved from the labor of the past.

In regard to the first principle many will cry out, this is communism. The monopolist press will regale the ears of its hearers with the bugbear of communism until the unknowing will fancy the Commune is a frightful beast ready to spring upon them and devour them tooth and nail. Of such I would ask what do you mean by communism?

I turn to Webster and I find Commune defined "a small territory in France," similar to our towns or counties. Again, I look for communism, it is defined as "the doctrine of a community of property among all the citizens of a State or society."

Now let us apply the principle advocated to the definition and see if it is communism. I say "all labor has a perfect right to an equal share of the wealth it creates." For example, here are ten men that jointly earn in one day $100, and each earns as much as his neighbor. Therefore each would be entitled to $10. If capital was used in helping them create this new capital of $100, then that capital would be entitled to a reasonable interest which should first be deducted and the balance divided equally.

COMMUNISM DEFINED.

Now what would communism be? It would be this. If there were one hundred men and ten earned $100, and it should then be divided equally among the hundred men, paying the ninety that produced nothing as much each as the ten got who produced it, all that might be called communism in the sense that the press would like to have the people believe it to be. But now let us see what the present state of capital has been doing. Take the same illustration. Ten men earn $100. Capital steps in and takes $90 for its share, and pays the men who created the hundred dollars (and without whose labor capital would not have made a cent) $10, or $1 each for his share. What do you call that, friend monopolist? Is it communism, specialism or damunism? I should say it was a despotic selectism, keep-all-you-have-and-get-all-you-can-ism. The principle advocated is that those who create the wealth shall have it—not that it shall be taken and divided among the idlers. As to the second proposition or principle that capital is the harvest of past labor, that is a self-evident truth and requires no further proof.

RIGHTS OF LABORING PEOPLE.

Now let us return to the rights of the laboring people. How will they secure their rights? Oh! that is an easy matter—by legislation, you say. Let us see about it. The laboring people put up one of their own number for office, for the Legislature. What is the result? Why, sir, such ghouls and vultures in human shape as Jay Gould and others step into the districts or into the lobby (if labor should happen to elect its man) and spend millions of dollars to thwart the will of the people. Mr. Gould testified before the Legislative Committee in 1873 relative to affairs of the Erie road that he had been in the habit of sending money into the districts all over the State to control nominations or elections for Senators and members of Assembly, and added the significant remark that it would be as impossible to specify the numerous instances as it would to recall the numerous freight cars sent over the Erie road from day to day (see testimony, page 556). When we have such facts and testimony before us, with Credit Mobilier and many other swindles fresh in our minds, in which the laboring men's fund has been prodigally given to railroad corporations, who, in turn for the grant, have filled the pockets of Congressmen with the stock and bonds of such road, with all these and thousands of other corrupt transactions continually before them, is it to be wondered at that the laboring element, despairing of ever getting justice done it from the government, Congress, Legislature or capital, at last, in righteous indignation, rises up in the majesty of its power and numbers and strikes? My surprise is, what has prevented them from doing it years ago? Surely, it must have been on account of the advice of their leaders.

THE PRODUCERS.

The census gives the population of the country as 38,558,371. Of this number there were above ten years of age, 28,228,947, composed of 14,258,866 males and 13,970,079 females; 12,505,923 persons did all the producing, manufacturing and labor of the country, as follows:—

Engaged in agriculture, male and female	5,922,471
Engaged in trade and transportation, male and female	1,191,238
Engaged in manufactures, &c., male and female	2,707,421
Engaged in professional and personal service, male and female	2,684,793
Total	12,505,923

Of this number one million will fully represent the number of capitalists, railroad men and the business wealth of the land. In round numbers, say one-twelfth of this country's population represents its capital and wealth. The other eleven-twelfths represent the laboring and producing class.

PERTINENT QUESTIONS.

Now I shall ask some very radical and pertinent questions, and I shall pause for the public to answer them.

Who represents the public in this case? Is it the one-twelfth or the eleven-twelfths?

What is and what constitutes the public good and welfare? Is it the interests of one person or eleven persons? Is it the greatest good to the smallest number or the greatest good to the greatest number?

Are our laws made for the eleven-twelfths of this country's people, or have they been made for and controlled by and in the interests of the one-twelfth of the community?

Has Jay Gould and his money enacted laws for his special benefit in New York, or have they been made in the interests of the laboring people, the de facto public and should the government of the State of New York and the United States?

Does the regular army belong to the one-twelfth of the community, and must it be called out (as Tom Scott wants it to be) to shoot down the other eleven-twelfths of the people at the beck and call of this one-twelfth? Does the navy belong to the one-twelfth of the nation, or has the other eleven parts an interest in it? Was the militia organized for the benefit of this aristocratic one-twelfth?

If this eleven-twelfths of the country's population should deem themselves aggrieved and take possession of the lands and property of this nation by force of arms and the power of numbers what would you do about it?

THE ORIGINAL LAND OWNER.

Would they not have the same right and be equally justified, as were our forefathers in landing at Plymouth Rock and forcing back the native, original land owner? Until to-day the rattle of United States musketry in the West as it shoots down the only native land owner in the land (the Indian) is plainly heard here in the East, and capital, monopoly and wealth as it listens applaud the brave and noble act that deprives a poor Indian of his home and rights. The poor fellow fights because he has been met by treachery and lying on every hand by this civilized, enlightened and Christian nation. Shame upon a nation and its policy and upon the people who approve it! By this same logic and policy would the eleven-twelfths of this country's people be equally justified in rising up and striking for their rights.

This part of the people have only to arm themselves and the rest would be as easy of accomplishment as the rising and going down of the sun. Do not flatter yourselves that the regular army or the militia could prevent it, for before this public majority they would melt away like snow before a July sun. I need scarcely warn you that the country is nearly ripe for this condition of affairs; the recent uprising is a sufficient reminder. I will only add that this nation may be likened unto a building situated over a vast magazine of powder in which a lighted match is already burning. The least jar and the fire will drop into the powder, and ruin and desolation will follow.

REMEDIES PROPOSED.

What, then, becomes the duty of our statesmen, the duty of capitalists, the duty of great railroad corporations, the duty of labor? To be brief, that government is best which promotes the welfare and happiness of the greatest number of its people. The duty of our statesmen is to bring about this result a speedily as possible. It must not be overlooked. Legislation for corporations and monopolists must give way that laws may be enacted for the good of the people, and they only are worthy the name of statesmen who are capable of anticipating the wants and desires of the people and shaping our laws to bring about such results. The duty of capitalists is to extend a helping hand to the laboring men. All laborers should form themselves into co-operative societies for building, co-operative societies for manufacturing of all kinds, co-operative societies for doing all kinds of laboring work. This is one of the duties of labor to form these societies. Care should be used in selecting good careful men as officers, directors and managers. When thus formed and ready for business the duty of capitalists should be to loan these societies what money they want to transact their business upon the societies' bonds, bearing a reasonable rate of interest. By this means capital would earn its interest, and "labor would have an equal share of the wealth it creates." The man or woman who would not work would not create any wealth, consequently would not be entitled to it. The additional duty for labor is to organize itself for political purposes; throw away the present parties; they both only seek to use you as tools to further the ends of some of their scheming politicians. They insert a plank of words in their platform (like molasses on bread to catch flies with) thinking to catch you, and they always have succeeded so far. Are you going to be led by them in the future? If you have not confidence enough in your own numbers and men to stick by them and form a party of your own, then you deserve bread and water only for your living. But if you will vote together, stick together, you can carry every State and Territory from the Atlantic to the Pacific and from Maine to Mexico.

DUTY OF RAILROADS.

The duty of railroad corporations is to stop paying dividends on watered stock; reduce the salaries of their presidents (who receive twenty-five or thirty thousand a year for three hours' work), and of their other large salaried officers, and then reduce their interest account to five or six per cent and they will be able then to pay their men, who earn their money for them, a better day's wages.

The duty of our government is to take possession of one or two through trunk lines of railroad—and I would suggest the New York Central and Hudson River Railroad and its connections from the Mississippi River to the Atlantic seaboard; also the Baltimore and Ohio from the Mississippi River to the seaboard—let a disinterested commission appraise the roads at their honest value; then let the government issue bonds bearing five per cent interest for them, and hereafter run the roads for the cost—the cost to consist of interest, running expenses and a sinking fund only large enough to keep the road in good condition.

CENTRALIZATION.

I fancy I hear the cry of centralization, corruption, &c. I say, without fear of contradiction, that William H. Vanderbilt, Thomas Scott and Mr. Garrett represent the greatest centralization of power on the face of the globe to-day. We have an inland commerce of greater value than three times our whole national debt—say seven billions of dollars. The greater portion of this is transported by our railway system. These three men can come together in three hours, upon any day of the year they wish, and in fifteen minutes after they meet they can agree upon a tariff of charges that will extort millions and millions of dollars out of the producers and consumers of this country. The robber barons of the middle ages used to take toll from all who passed their way. But these three men can take toll from every man, woman and child in the land, whether they like it or not. And to-day (September 3) they have advanced fourth class freight from the West to the seaboard five cents per hundred pounds. Have the people paused to consider what that means on our grain productions this year? That means two cents and eight mills on every bushel of corn in the land, three cents on every bushel of wheat in the land, one cent and six mills on every bushel of oats in the land, and so on through the whole list of our productions. If we produced an equal number of bushels of wheat, corn and oats, and the product only amounted to 1,000,000,000 of bushels—and it amounts to much more than that—and this quantity was to be carried by rail to the seaboard, this little advance to-day of five cents per 100 pounds represents $27,500,000 taken out of the pockets and the hard earnings of every man, woman and child throughout the length and breadth of our land. And this, mind you, is only a five cent raise. Soon there will be another, and that will be followed by another; for these three men say there is an immense crop, it must be marketed, the people East must have it, the people West must sell it, and as they hobnob over a glass of champagne they sign the compact that takes $25,000,000, $50,000,000 and $100,000,000 from the people. I ask with all candor is not this a centralized power of such gigantic proportions that we may well stand aghast at its frightful power, responsible to no one?

GOVERNMENT ROADS.

Now, sir, with the government controlling, owning two trunk lines carrying freight from east to west and from west to east for the honest cost, as before stated, this gigantic extortion would be stopped. The government roads would be the regulators that would keep the others in bounds. We will have them just as honestly managed as possible, and if perchance there should be $10,000,000 stolen by dishonest officials the saving of $50,000,000 or $60,000,000 to the people by such a system world more than compensate for the loss. Besides we would need no regular army to protect Thomas Scott's roads. This government road would be a sufficient protection. But Mr. Scott, with a cool presumption worthy of a better cause, hopes that the many able lawyers in the House and Senate will frame bills that will protect him in his robbery of the people. He claims that Congress shall protect this gigantic internal commerce. So do I, and I claim that the owning and running by the government of one or two lines will protect our commerce from the depredations of three of the greatest inland pirates of the nineteenth century—Thomas Scott, William H. Vanderbilt and Mr. Garrett.

WHO ARE THE GREATER ROBBERS?

The rioters and strikers, numbering millions of people, destroyed a few millions of dollars worth of property; these three worthies gobbled up a hundred millions a year, nearly, and as yet, in this great civilized nation of the nineteenth century, there is no one to call them to an account. They ruin business men throughout the land, turning the business of the country upside down. Supposing Congress should pass a law to-morrow that would in exactly the same manner tax the people and turn business upside down as these three men do, would the people submit to it? would business men quietly pocket their losses and say nothing? I think not; on the contrary, Congress would go out of Washington at the point of the bayonet. But because it is a railroad corporation that is inflicting this great evil, the people quietly submit like lambs to be shorn of their wealth.

INCIDENTAL BENEFITS.

Passing all other considerations, the owning by the government of the two lines mentioned would be of great value in a military point of view. In case of foreign war or invasion these two lines lap all the largest cities in the West—viz., St. Louis, Chicago, Cincinnati, Detroit, Cleveland, Toledo, Buffalo, and also Washington, Baltimore, Philadelphia, New York, and cover Boston—practically every grain exporting seaport in the land—with the possibility of throwing all the local troops, militia, &c., of all those cities into any threatened city in forty-eight hours' time. This of itself is a most important reason for the government's assuming ownership and control of the two trunk lines mentioned. Hoping the importance of the subject will lead to speedy relief for our people, I am truly yours, R. H. FERGUSON.

THE LABOR QUESTION.

LATEST PHASE OF THE STRUGGLE—CONFLICT BETWEEN THE WORKERS AND THE STRIKERS—OUTRAGES PERPETRATED IN THE NAME OF THE LATTER—NEW STYLE OF STEALING.

[BY TELEGRAPH TO THE HERALD.]

SCRANTON, Pa., Sept. 9, 1877.

The real struggle of the strike—the conflict between the few who want to work and the many who do not, is assuming a sanguinary shape. The spirit of lawlessness, hitherto so bravely held in check by the workingmen of this region, is showing its head and outrages, which the mass of the strikers strongly condemn, are becoming more frequent.

A WATCHMAN SHOT.

Shortly after one o'clock this morning, a watchman, named James Haley, was shot while on duty at the Diamond colliery of the Delaware, Lackawanna and Western Railroad Company in the outskirts of this city. The ball entered the groin and narrowly escaped lodging in a vital spot. Haley is in a critical condition. When the shot was fired his would-be assassin, a man named Mike Caffrey, lay on the ground close to the watchman's beat armed with an Enfield rifle. Haley carried a lantern and saw the face of his assailant simultaneous with the flash of the shot. As soon as the ball struck him he exclaimed:—"Caffrey, I'm shot."

"Then, if you are," was the dogged reply of the lurking murderer, "you had better clear out."

ARREST OF THE MURDERER.

Caffrey was arrested by Captain Erhardt and a squad of police and had a preliminary hearing before Alderman Rolsher to-day. He is a gigantic fellow, six feet high and weighs fully two hundred and fifty pounds. It was developed during the examination that he had previously threatened Haley and told him if he continued watching at the colliery it would be at the peril of his life. The men live next door to each other and Haley said that he must work to save his family from starving. The midnight shot and a narrow escape from murder is the result. The evidence was strong against Caffrey and he was held for trial at the next Court of Quarter Sessions. The Alderman said that the time had come when those who wanted to work should be protected in the task of procuring bread for their children.

ANOTHER OUTRAGE.

The house of a pump worker named Myers, employed at the Briggs shaft, was visited last night by a mob who assailed it with stones, riddling the windows and damaging the building. Myers was attacked a few days ago, and had a narrow escape from being beaten to death. While the crowd were venting their wrath in a whirlwind of stones and other missiles against the front of the building Myers put his little son through a back window and he came to town in breathless haste for the protection of the police. When the officers arrived at the scene the crowd was gone, but the building bore the marks of their malice.

In the course of a conversation with some miners this afternoon I was assured that these acts are the result of a personal spite, and the mass of the men in the name of labor denounce and disclaim them.

NEW SYSTEM OF STEALING.

Several citizens have suddenly missed their cows, and in a number of instances persons have found nothing but the hides in the pastures where they left them grazing the night previous. I am told this is a new system of thieving practised to a great extent by tramps and gypsies. They get a fresh hide from the butcher, carry it until they find a cow of the same appearance and then drive the animal off, throwing the purchased skin in the field to prevent being pursued. The owner, finding the fresh hide, concludes that his cow has been killed and does not investigate the matter any further.

It has been shown that lawless persons who never work are taking advantage of the strike to plunder and prey on the community, and they escape because the blame is thrown on the strikers.

The workingmen are vigorously preparing for their county convention, which takes place in Pittston on Tuesday next. Their proceedings are secret, but they are sanguine of success.

THE PROPOSED GENERAL RAILROAD STRIKE—DISSATISFACTION WITH THE LOCOMOTIVE BROTHERHOOD—RESUMPTION OF MINING OPERATIONS—COAL PRODUCERS PREPARING FOR A RISE.

BETHLEHEM, Pa., Sept. 9, 1877.

The trouble between the discontented engineers and firemen and the Brotherhood of Locomotive Engineers increases. The engine drivers on the Lehigh Valley, Lehigh and Susquehanna, Delaware and Lackawanna and Western railroads, and the Central Railroad of New Jersey and Belvidere division of the Pennsylvania Railroad, have been visited by emissaries from other roads and urged to co-operate in the grand and general railroad strike that has been arranged for next Saturday, and which will be carried into effect if sufficient co-operation is evinced upon the part of the railroaders throughout the United States to warrant its success.

REFUSAL TO STRIKE.

The men employed upon the railroad mentioned above steadfastly and decidedly refuse to countenance the proposition that has been offered them for a struggle with the railroad corporations, the men generally asserting that they have had all the strike that is wanted for some time. The disposition of many of the engineers and firemen is very great for severing their allegiance with the Brotherhood, while others suggest the formation of an entirely new and independent labor union. The operatives on several of the roads, who have been considering the general situation for some time past at their recent councils, have partially resolved to leave the Brotherhood of Locomotive Engineers and consolidate their branch councils with the Trainmen's Union, which is now considered to be the most powerful and best conducted railroader's labor association in the country. From all that can be ascertained upon the subject it is very probable a number of the prominent councils of the Brotherhood will relinquish their charters and incorporate their membership with the Trainmen's Union this month.

REDUCTION OF FORCE.

The officers of the Lehigh Valley Railroad Company have announced that the business of the road will hereafter be conducted by a much smaller force of men than in the past, and by so doing the company will be able to pay better wages to their employés. The company since the close of last year have been keeping upon their rolls more than one-third more men than were actually necessary to do the work. Rather than discharge any of them it was deemed more advisable and charitable to give all a little to do during the hard times in order that the wolf of starvation might be kept from their door; but as some of them took an active and lawless part in the late strike, and are, apparently, disposed to create further trouble in the near future, it has been considered expedient to furlough them from the service of the corporation until the dawn of more prosperous times, when it is possible they may be employed again.

Prominent engineers say that it is not possible that any attempt will be made now for a strike, as the railroaders are very divided in their feelings in regard to such a movement, and any step in that direction would certainly be attended with disastrous defeat.

REPENTANT MINERS.

For some unexplained reason a wonderful change has come over the spirit of the malcontent miners in the Lehigh region within the past twenty-four hours. Many of the workingmen who yesterday stubbornly rejected all propositions of a compromise, as offered by the operating companies and individual operators, are now seemingly anxious to resume work as early as possible. From present indications it is possible the deadlock at Summit Hill and Nesquehoning will be broken this week. The miners and laborers employed by the Lehigh and Wilkesbarre Coal Company at the collieries on the "south side" of the region, who have been holding out for an advance of twenty-five per cent over the wages paid previous to the strike, are also weakening in their resolve to continue their aggressive position.

RESUMING OPERATIONS.

That the situation is improving and becoming more encouraging to all interests concerned is evidenced by the simple fact that it is announced one of the collieries of the Lehigh and Wilkesbarre Coal Company, at Summit Hill, will resume operations to-morrow. Well informed coal men, and others who are supposed to know, state that present appearances warrant the statement that there will be a general resumption of work throughout the coal fields of this State before the close of another fortnight. The large coal and transportation companies are quietly preparing for another advance of prices at the seaboard on the 15th inst.

ADVANCE OF COAL PRICES.

The raise will be between ten and twenty per cent. The Philadelphia and Reading Coal and Iron Company has arranged its circular prices for New York and Northern and Western deliveries. The present quotations for white ash, delivered alongside in New York, are as annexed:—

Lump	$3 95	Stove	$4 45
Steamer	3 95	Chestnut	3 95
Broken	4 20	Chestnut, No. 2	3 70
Egg	4 20	Pea	2 45

These rates are about ninety-five cents per ton higher than in Philadelphia. The weekly production of the region where the mines are in operation steadily increases. The output for the year ending September 1 was 2,569,859 tons in excess of that of last year.

REV. PHŒBE A. HANAFORD ON THE LATE STRIKES.

When the Rev. Phœbe A. Hanaford made her appearance last evening, at Library Hall, Jersey City Heights, the room was crowded. Judge Quaipo and many other distinguished gentlemen occupied seats near the pulpit. "If one member suffer then all the members suffer with it," said Mrs. Hanaford, quoting St. Paul to the Corinthians. "Society is a unit," said the preacher, as she launched into a bold denunciation of Tom Scott and a vigorous defence of the strikers. "The strikers are men working for bread, but the rioters are lawbreakers," she added. She rejoiced in the thought that the New Jersey militia preserved the peace of the State and prevented a display of those scenes that disgraced Pennsylvania. The root of the evil lay in the fact that men like Tom Scott pocketed large salaries and left stockholders without their dividends and employes without their wages. She would not justify the excesses committed during the strike; but she would insist that injustice had been done the poor man who toiled night and day "that you and I might enjoy our daily meal." He only lived well who lived honestly, lived nobly—whose acts would bear scrutiny in the sight of Heaven. The strikers had the sympathy of every Christian heart, but the rioters could not expect any support. The railroad officials who kept for themselves large salaries which they never earned, and which they squandered in riotous extravagance, were those who caused the late troubles. "What can labor do?" the speaker asked, "when there is so vast a power arrayed against it?" It was worse than madness to burn the cars. There must be a distinction between the poor striker who was struggling to support life and the rioters. Striking was legitimate, but rioting was unlawful. The capitalist must be taught to understand that his interest is identical with that of the laborer. Dr. Miner, of Boston, had well said that labor could not hold out against capital. "Look at Tom Scott, who controls $200,000,000 of capital, exclaimed the preacher. "What hope can labor have against such a power while legislation is in the hands of railroad lobbyists". The remedy is in the hands of the laborers, for they have the votes. The government should have taken possession of the railroads until the debts due the employés were paid!"

"ALBANY JIM."

WILL HE BLINDFOLD JUSTICE?—A BRIEF SKETCH OF HIS CAREER.

Without doubt there is a romance of crime as of love, and now and then there looms up a central figure, in wild as well as civilized life, that causes men to pause and gaze upon a criminal as a phenomenon. Such a man seems to be "Jim" Brady, alias Oscar D. Peterson, alias James H. Morrison, and by whatever other names he chooses to call himself. This man's case came up for trial last week in the Court of General Sessions, but the entire jury panel was exhausted in obtaining eleven jurors. On Friday Judge Gildersleeve adjourned the case over until this morning, an additional panel of fifty jurors having been ordered. Meantime a startling rumor is in circulation that the criminal himself had on Friday morning an interview with one of the assistant district attorneys, by which an arrangement was made that he (the prisoner) should plead guilty to a minor offence, and thereby receive a sentence which—the people, at least, will believe—would be trivial and speedily free him from State surveillance, leaving him at liberty soon again to prey upon the property of the good citizens of the community. Startling as this rumor seems, upon analyzation there is nothing incompatible with the known power of the man and his friends, and a slight *résumé* of his late history will show the reader how many interests are concerned in the well-being of "Albany Jim." A HERALD reporter who called at District Attorney Phelps' residence last evening was unable to see that gentleman and so could neither verify nor contradict the report above alluded to. Since the story of "Sixteen String Jack" charmed the imagination of London apprentices no one has probably more nearly approached the ideal dare-devil burglar, bank robber, jail breaker, than this same Jim Brady. His dashing and handsome appearance is only equalled by his boldness.

HIS LAST EXPLOIT.

It will be remembered by HERALD readers that his last exploit, when he entered Ward's furnishing store on Broadway, could only have been the act of a madman or a desperate thief. After stealing some goods, almost under the eyes of the clerk, when Officer Paddock was called upon to arrest him, he coolly said:—"I will go with you, sir, and you will discover your mistake." In sight of the station house, however, the desperate character of the man was revealed. He turned upon the officer quick as lightning and fired a shot at him, the ball grazing the captor's cheek. Then came the quick pursuit and flight; street after street was traversed; entire neighborhoods were aroused at the sight of an officer following a man who turned at intervals and discharged shots at his pursuer; finally other policemen joined in the chase and at length the desperate man was hunted down. During the flight a citizen, in endeavoring to arrest the criminal, was wounded by him. When he was arraigned at the Tombs Police Court this modern Jack Sheppard showed how completely he was master of his art; his long, flowing beard was cut off and modest, quiet apparel was substituted for the fashionable costume he wore at the time of his arrest. It would, indeed, almost defy a Cuvier to recognize in the placid features of "Jim" Brady, the prisoner, the "Jim" Brady whose facial muscles were swelled, eye dilated, and mobile mouth working with passion and excitement while the police officers were running him down.

From all accounts there seems to be no doubt that this man is one of a gang of the most dangerous criminals in the country, the more to be feared because possessed of intelligence and address, and having access to channels of communication with wealthy men, bankers and institutions of trust, by which means the most daring schemes of plunder are organized and consummated. No wonder, therefore, that desperate means are being taken by the prisoner or his "pals" outside to arrange a compromise with justice, and if the rumor be true that one of the district attorneys is about to accept a plea of guilty of a minor offence, and thereby cheat the State Prison of a life member, it will be a subject of consideration whether the greater crime does not entitle the criminal to the smallest amount of punishment.

HIS CAREER.

"Jim" Brady, of Troy, was the colleague of Pete Curley, who now runs a saloon in Troy, known as the resort of criminals of all classes. In 1865 Sergeant Kealey arrested Brady for highway robbery committed at Cohoes. The robbery and assault was of a most desperate character, the victim being badly beaten and left insensible; the property stolen was, however, partly recovered, and the matter was compromised, so that Brady did not have to appear in Court to answer the charge. In 1870 the Kensington Bank, of Philadelphia, was broken into and about $60,000 was stolen. The bank is situated in what is known as the "shipbuilders' quarter" in that city, and the neighborhood is quite lonely at night, but few people passing and repassing. The burglars obtained entrance by a very ingenious ruse. Just before the bank closed a man—supposed since by detectives to be "Albany Jim"—dressed in policeman's uniform, called at the cashier's office and told him that he was from the Central Detective Office at Independence square. He said a gang of New York burglars had been making arrangements to "crack" the bank. They had all been spotted, and he was ordered to put a guard of officers in the bank that night and arrest the rascals when they came upon the spot. He advised the officers to leave everything to them. At a late hour that night Brady and two companions, uniformed as policemen, gained admittance to the bank, overpowered the watchman, took about $60,000 and left no traces behind.

In 1873 "Jim" was arrested by Officer Casey for stealing $5,000 worth of optical instruments of Joseph Gall, No. 21 Union square. For this crime he was sentenced for five years, but escaped from Auburn. Inspector Dilks tried to arrest him at the house of Dr. Harrison in Carmine street, but Brady jumped through a window and escaped. He was concerned in the robbery of the Ocean Bank of this city, the Northampton Bank, the Keeseville Bank, the Great Bennington (Vt.) Bank and others. So some idea, even in this brief sketch, can be obtained of the noted criminal who is at length to be brought to the bar of justice.

MYSTERIOUS PRISONERS.

Detective Fields, of the District Attorney's office, at eleven o'clock last night brought to the Eighteenth precinct station house two women and a man whom he had arrested on a warrant issued by the District Attorney. The detective refused to give any of the particulars concerning the charges against the prisoners. The man under arrest is said to be a doctor living on Second avenue, and that one of the women is his wife. The charge against the prisoners is thought to be abortion, and the second woman, who is a young German, and it is said was enceinte and was a boarder at the doctor's house. They were all locked up, and will be arraigned before the District Attorney this morning.

SERIOUS STABBING AFFRAY.

Charles Hess, aged twenty-three, was dangerously stabbed last night in the back and side by a party of young men in front of No. 41 Baxter street, where he was employed. Thomas Mitchell, who was arrested for being concerned in the affray, was identified by the wounded man as one of his assailants.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF SEPTEMBER AND OCTOBER.

Steamer.	Sails.	Destination	Office.
Montana	Sept 11	Liverpool	29 Broadway
Bothnia	Sept 12	Liverpool	14 Bowling Green
Pereire	Sept 12	Havre	55 Broadway
State of Nevada	Sept 13	Glasgow	72 Broadway
Rotterdam	Sept 13	Rotterdam	50 Broadway
Suevia	Sept 13	Hamburg	61 Broadway
City of Berlin	Sept 15	Liverpool	15 Broadway
The Queen	Sept 15	Liverpool	69 Broadway
Anchoria	Sept 15	Glasgow	7 Bowling Green
Ocean	Sept 15	Bremen	2 Bowling Green
Nevada	Sept 18	Liverpool	29 Broadway
Abyssinia	Sept 19	Liverpool	4 Bowling Green
Utopia	Sept 19	London	7 Bowling Green
France	Sept 19	Havre	55 Broadway
Lessing	Sept 20	Hamburg	61 Broadway
State of Virginia	Sept 20	Glasgow	72 Broadway
Erin	Sept 22	London	69 Broadway
City of Chester	Sept 22	Liverpool	15 Broadway
Adriatic	Sept 22	Liverpool	37 Broadway
Spain	Sept 22	Liverpool	69 Broadway
Bolivia	Sept 22	Glasgow	7 Bowling Green
Canada	Sept 26	Havre	55 Broadway
Hermann	Sept 22	Bremen	2 Bowling Green
Idaho	Sept 27	Liverpool	29 Broadway
Frisia	Sept 27	Hamburg	61 Broadway
W A Scholten	Sept 27	Rotterdam	50 Broadway
Scythia	Sept 28	Liverpool	4 Bowling Green
Britannic	Sept 29	Liverpool	37 Broadway
California	Sept 29	Glasgow	7 Bowling Green
City of Montreal	Sept 29	Liverpool	15 Broadway
Egypt	Sept 29	Liverpool	69 Broadway
Alsatia	Sept 29	London	7 Bowling Green
Neckar	Sept 29	Bremen	2 Bowling Green
Wyoming	Oct 2	Liverpool	29 Broadway
St Laurent	Oct 3	Havre	55 Broadway
Herder	Oct 4	Hamburg	61 Broadway
Celtic	Oct 6	Liverpool	37 Broadway
City of Richmond	Oct 6	Liverpool	15 Broadway
Ethiopia	Oct 6	Glasgow	7 Bowling Green

☞ NOTICE TO CAPTAINS OF VESSELS IN THE COASTING AND FOREIGN TRADE.—Captains or officers of vessels engaged in the coasting and 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 white 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	5 36		Gov. Island	eve	10 38
Sun sets	6 18		Sandy Hook	eve	9 53
Moon sets	eve	7 43	Hell Gate	morn	12 23

PORT OF NEW YORK, SEPT. 9, 1877.

ARRIVALS.

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

Steamer The Queen (Br), Bragg, Liverpool Aug 29 and Queenstown 30th, with mdse and 175 passengers to F W J Hurst. Had fine weather all the passage.

Steamer Canima (Br), Whittier, Bermuda Sept 3, with mdse and passengers to A E Outerbridge. Sept 6, off the east end of Bermuda, passed a whaling schooner bound in, supposed to be the Union.

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

Ship Lilian (Br), Dick, Liverpool Aug 14, in ballast, to C W Bertaux. Anchored in the lower bay for orders.

Bark Solafide (Nor), Pedersen, Great Yarmouth 44 days, in ballast to Funch, Edye & Co.

Bark Ophir (Br), Edgett, Dublin 30 days, in ballast, to Snow & Burgess.

Bark Arcturus (of Annapolis, NS), Bent, Dublin 40 days, in ballast, to J W Parker & Co.

Bark Betsy Gade (Nor), Due, Aalborg 27 days, in ballast, to Benham & Boyeson. Aug 23, lat 40, lon 36 50, passed the hull of a vessel bottom up, apparently but a short time in that situation.

Bark Helena (Ger), Steenken, Bremen 33 days, with mdse to C Luling & Co. Was 13 days W of the Banks with light winds and calms.

Bark Victoria (Ger), Cordes, Bremen Aug 8, in ballast to order. Anchored in lower bay for orders.

Bark Arracan (Nor), Aasgard, Hamburg 33 days, with salt, &c, to Funch, Edye & Co.

Bark Avonport (Br), Porter, Antwerp July 24, in ballast, to C W Bertaux. Anchored in lower bay for orders.

Bark Bremen (Ger), Leitke, Antwerp 33 days, in ballast, to Funch, Edye & Co.

Bark Skuldenes (Nor), Kjeldsen, Amsterdam 41 days, with barrels to Louis Tetens.

Bark John Johnson (Br), Wade, Havre via Sydney, CB, 42 days, in ballast, to J W Parker & Co.

Bark Confidenz (Ital), Lavagna, Genoa 62 days, with marble and rags to J S Phillips; vessel to master. Passed Gibraltar July 21.

☞ Steamer Nevada (Br), from Liverpool, which arrived 8th inst, reports:—Sept 3, lat 50 50, lon 36, passed a ship bound W, showing signals MWDG; 5th, lat 47 16, lon 50 40, saw a double funnelled steamer brig rigged, bound E; 8th, 50 miles E of Sandy Hook, a National steamer, bound E.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer City of Fitchburg, Springer, New Bedford for New York.

Steamer Defiance, Crocker, Fall River, for Philadelphia.

Schr Speedwell, Spaulding, Rockland for New York.

Schr Corvo, Tyler, Rockland for New York.

Schr Emma L Gregory, McLain, Rockland for New York.

Schr Tradewind, Gray, Rockland for New York.

Schr Ned Sumpter, Fountain, Rockland for New York, 44 hours.

Schr Allie Oakes, Pillsbury, Rockland for New York.

Schr Laura A Jones, Stevens, Bangor for New York.

Schr Mary Ann, Ryder, Machias for New York.

Schr Morelight, Allen, Calais for New York.

Schr Defiance, Bunker, St George, Me, for New York.

Schr Gillide, Garnett, Digby for New York.

Schr Samuel Crocker, Trascher, Taunton for New York.

Schr Helen, Perry, New Bedford for New York.

Schr Noy, Baker, Fall River for New York.

Schr Trimmer, Johnson, Providence for New York.

Schr Anna S Brown, Caswell, Providence for New York.

Schr Nightingale, Young, Providence for New York.

Schr Lucy Allen, Young, Providence for New York.

Schr Prudence Halsey, Providence for New York.

Schr Annie E Cranmer, Frisby, Pawtucket for New York.

Schr M M Brainerd, Fitch, Portland, Ct, for New York.

Schr Twilight, Robinson, New Haven for Baltimore.

Schr Challenge, Terry, New Haven for New York.

Schr Jessie Elizabeth, Freeman, New Haven for New York.

Schr Julia A Tate, Tate, Bridgeport for New York.

Schr Henry Remsen, Allen, Bridgeport for New York.

BOUND EAST.

Steamer Nereus, Bearse, New York for