LETTERS FROM THE PEOPLE.

PLAIN WORDS FOR THE RAILROADS.

HOW THEY HAVE BEEN TO BLAME FOR THE RECENT TROUBLES.

To the Editor of The Tribune.

SIR: Mr. Beecher has had his say, and said some very good things to the workingmen of the country during the late labor strike, and it is well for every one to try and calm the ruffled sea of discontent as much as possible; but is it not a sad thing to hear this mournful outcry from one end of the country to the other of poverty, want, and unrequited toil. The workingmen uttered a great truth the other day, when they said that they were always counseled "to let the natural law of supply and demand regulate the value of labor, but capital always finds ready and willing instruments, when it gets into a pinch, to legislate it out of the difficulty by other than natural causes." Let us consider the jobbery and corruption which have been going on in our State and National legislatures—the land grabs and salary grabs—for the past fifteen years, and deny the statement if we can. Now it will not do to talk to workingmen any longer about obeying natural laws, while scheming and wealthy monopolists are besieging our legislative halls (often with bribes in their hands) to obtain power and privileges which the masses of the people do not enjoy. The fact is, we have been cursed with too much special legislation, and have got to retrace our steps and undo all this wrong before we shall see prosperity or a contented people.

Take the railroads, for instance. Their charters were first granted for the purpose of conveying freight and passengers from point to point, but for the past twenty years they have been usurping other branches of business which of right belong to the people in their individual capacity, and by steady encroachment have finally obtained in their corporate capacity almost the entire control of all the anthracite coal fields in the country; are manufacturing nearly all the railroad iron, passenger cars, locomotives, keeping nearly all the hotels along our great thoroughfares, and in many other ways driving private enterprise to the wall. Now, if any one supposes that the people of this country are going to quietly see all their individual industries drift into the hands of monopolies and corporations, he had better get rid of the delusion at once. It is contrary to the genius of our institutions, dangerous to our liberties, and destructive of the inalienable right of every individual in a free country to a fair and equal opportunity to benefit his condition, secure a livelihood, or acquire wealth. This state of things began to take shape at the outbreak of the war of the rebellion. When the Secretary of War began to speculate in contracts for supplies for the army, from that day to this the current of fraud, peculation and jobbery has gone forward. Huge corporations have sprung up all over the country, and the halls of legislation have been befouled by the presence of a lobby working in their interest, endeavoring in every way possible to wrench from the masses of the people the control of the industries of the country, perverting the functions of government to the uses and for the benefit of incorporated capital against the labor of the country in individual hands. And to-day what do we see as the result of this class legislation? Let Mr. Vanderbilt of the New-York Central, Mr. Sloan of the Delaware, Lackawanna and Western, Mr. Scott of the Pennsylvania Central and branches, and about half a dozen other managers say the word, and down go the wages, not only of the engineers, firemen and brakemen, but of the coal miners and iron smelters as well, together with every kindred industry dependent thereon. Do you or does Mr. Beecher undertake to tell the workingmen of this country that this is the result of natural causes? I tell you nay. Is it not rather the result of years of corrupt and partial legislation in favor of these giant monopolies, which have assumed the control of industries which the people never intended for them, and have placed the individual interests of the people at a great disadvantage in the contest for existence as against these concentrated and powerful combinations of capital.

Now if the foregoing statement is true, the next thing is to point out the remedy, which I will undertake very briefly to do, as I view it. *First*—Let the commercial classes, workingmen, and all who favor a fair and equitable adjustment of our present troubles, unite together and demand that no more dividends be declared on watered stocks, and that railroad corporations be remanded to their original position as simple carriers of freight and passengers, leaving mining, manufacturing, hotel-keeping, etc., where they properly belong, in the hands of the people. *Second*—Declare that all charters granted to corporations for specific purposes shall be strictly adhered to, and where any attempt is made to usurp power not granted, such charter and all the privileges growing out of them shall be forfeited to the State or General Government. *Third*—Let the people set their faces as a flint against any further land grants, subsidies or favors to corporations to aid them in their business, that may not be properly granted to individuals in their business associations. Doubtless many other remedies will suggest themselves to the people before this conflict is ended, but I can assure you it will be the part of wisdom for corporations, lobbyists, and all others who are seeking special favors by legislation, to keep in the background for some more favorable opportunity than the present; for the people are not to be humbugged any longer by the cry of "natural causes" which control and govern labor, and leave capital and greed to dominate our halls of legislation, seeking by corrupt means to rob the people of their just and fair share of the benefits growing out of our Governmental policy, destroying that principle of equality which should govern legislation in this country above all others, and which, if not maintained, will soon make the mournful couplet of the English poet as applicable to the condition of the people in this country as it was in his own:

> "Ill fares the land, to hastening ills a prey,
> Where wealth accumulates and men decay."

Now a word with the preachers in this country. You do well to counsel peace, and to set before the laboring classes their duties when sorely pressed with want and poverty, but don't fail to be equally frank and earnest in your advice and reproofs to these railway kings and coal barons,

> "Whose ten thousand slaves
> Sicken in Scranton mines."

Then your duties as public teachers will be better done, and a word now and then against partial and unequal legislation will do no harm. Very respectfully,

New-York, Aug. 3, 1877. LANCET.

THE BANKS AND THEIR TAX BURDENS.

WHAT THE BANKS ARE TAXED IN THIS STATE.

To the Editor of The Tribune.

SIR: Your ingenious Cincinnati correspondent, J. A. G., has made several bad blunders. In common, I dare say, with others, I thought he was rather too hardly used by "A Prominent Banker." But the letter printed in THE TRIBUNE to-day shows that I was wrong, and that a fair measure of justice had been dealt out to your Cincinnati critic. This prominent young gentleman has two or three defects fatal to his success as a financial writer. First, he does not understand his own language and imagines that there is a difference between the words "rate" and "ratio," as used in the last report of the Controller of the currency. On page 56 of that document the two words are very properly used as synonymous. Secondly, J. A. G. cannot quote correctly, either from his ignorance of decimal fractions, or from some still more humiliating cause. He says that the Controller, on page 57 of his last report, gives "*a table showing that the rate of taxation, National and State, in New-York was, in 1875, one-eighth per cent, New-York, and two-ninths per cent, State.*" What the Controller does say is, that the New-York banks pay one and eight-tenths per cent of taxation to the United States Government, and two and nine-tenths per cent to the State Government. The Controller's words and figures are as follows:

"The rates of taxation—National, State and total—upon National bank capital in those States in which the taxation has been highest, will be found, from the tables for 1874 and 1875, to have been as follows:

	1874. U. S.	State.	Total.	1875. U. S.	State	Total.
New-York	1.9	2.9	4.8	1.8	2.9	4.7
New-Jersey	1.5	2.1	3.6	1.5	2.1	3.6
Ohio	1.4	2.2	3.6	1.4	2.4	3.8
Indiana	1.2	2.6	3.8	1.2	2.6	3.8
Illinois	1.8	2.2	4.0	1.8	2.4	4.2
Wisconsin	1.8	2.3	4.1	1.7	2.1	3.8
Kansas	1.5	3.3	4.8	1.4	3.2	4.6
Nebraska	2.0	3.3	5.3	2.2	2.3	4.5
South Carolina	1.1	3.6	4.7	1.1	3.4	4.5
Tennessee	1.5	2.2	3.7	1.4	2.3	3.7

I have not yet done with J. A. G. To the two faults above-mentioned he superadds others more serious still. The more conspicuous of them I may sum up in the phrase "bad manners." Not content with misrepresenting the arguments of opponents, he accuses them of bad faith, of an intent "to deceive," of being "uncandid and unfair," and of entertaining "a purpose of which the public cannot be too jealous." I think, however, that J. A. G. possesses some good qualities, and with a little less juvenility, more knowledge, and a riper experience, he may perhaps grow up into a tolerable writer, if he will only apply himself without delay to correct his three chief faults. With respect to the enormous mischiefs inflicted by bank taxation, the public are too well informed to be mislead, either by the banks or by their enemies.

Long Branch, July 17, 1877. CINCINNATUS.

A TRAINED ARMY.

To the Editor of The Tribune.

SIR: Without rehearsing the elements of political economy or, what every strike has ever taught, that it strikes the striker himself the hardest in the end, we can now at least see another effect of the "Long Congress's" penny-wise frugality in leaving us without a body of trained soldiers large enough to crush violence. If the Government, instead of having to depend on the Philadelphia parade boys, could have hurled a thousand regulars on the mob at once and thereby have nipped the riot epidemic in the bud, the country might have been spared the present horrors and the destroyed millions. For it is the consciousness of intimidation and the first flush of victory, and not any inherent strength or, as many think, previous organization, which has made this like other riots, formidable and has given it life and a chance to spread. There may be no harm in dreaming of a Utopia of perfect citizens where a standing army is unnecessary even as a police force, but it is in fact an absurdity so long as there is an ignorant rabble with hungry maws and greedy hands, and half educated demagogues and visionary citizen communists to inflame their passions and urge them on to violence. It is simply confounding liberty with licence and a gross slur on free government to hold that it is of the essence of the Republic that we should be exposed to the fury of every mob, without the restraining influence of a thoroughly drilled and trained police power, such as can be supplied only in a body of men who make arms and discipline their profession, and whose officers are schooled from boyhood on, to command and to exact obedience, and above all, to keep cool in an emergency. THEORICUS.

New-York, July 25, 1877.

DANGER FROM HOT BOXES.

To the Editor of The Tribune.

SIR: An investigation should be instituted, and the public be protected against loss of life by the careless manner in which trains are run. How often you hear it said, especially on the through lines, "we were detained by a hot box." Few realize what that means, or understand its danger. One reason why there are so many hot "journals" is that, times being hard, railroads think to economize by buying poor grease that will fuse at a low temperature, afflicting the passengers with its sickening odor, and the result is bearings destroyed, "journals" melted and burnt off and the train perhaps thrown from the track, unless the wheel is so situated as to be kept in position by the brake or dragged along by being between two other wheels on the other side. The matter should not be left to purchasing agents, as they are not usually practical men. There is too much temptation to buy of those that will pay the largest commission for the trade, and the more inferior the article, the larger is the percentage. The railroad that can insure the least number of hot "journals" will insure success. A TRAVELLER.

New-York, Aug. 1, 1877.

A FOOLISH STRIKE.

To the Editor of The Tribune.

SIR: In connection with the complaint of the workingmen being ground down and kept under by a rate of wages on which they can not live, comes many a tale within my personal knowledge of extravagance utterly beyond the means of those who indulged in them. It is not the frugal and careful who complain. I would undertake to keep many of them alive on the money spent for rum and beer and tobacco. It reminds me of the story of the Quaker hatter, "As I live," said he, "I cannot afford to sell it for less." "Well, then, live differently, and be hanged to you," says the irreverent customer. "Friend, thou hast learned my secret. Thou shalt have the hat." "As I live," says the workingman, "I cannot exist on my wages." But the main question with me just now is, how can these men complain, when such enormous sums are spent by them in strikes? It must be the taxes, paid by them to their Unions, which support so many idle managers and upholders, and which help to keep them impoverished. They may be taxed weekly, monthly, in small sums; let any sensible workingman reckon how much he pays in the year to these organizations and see if he could not use it to better advantage. That is all. A WOMAN AND A WORKER.

New-York, July 30, 1877.

GOOD ADVICE FOR WORKINGMEN.

To the Editor of The Tribune.

SIR: I am very much pleased with your article in yesterday's TRIBUNE, "The Spirit of Trades-Unionism," and it has occurred to me that it would be invaluable (or something similar) as a tract to circulate among workmen and laborers who never see your paper, or papers of that kind. By this means they might become instructed and enlightened as to the true relations which should subsist between labor and capital, and I take the liberty of expressing the hope that something may be done in the direction indicated. A READER.

Brooklyn, Aug. 1, 1877.

RIVER PIRATES.

DEPREDATIONS ON PIERS AND VESSELS.

A DESPERATE AND BOLD CLASS OF THIEVES—DIFFICULTY OF OBTAINING EVIDENCE AGAINST THEM.

Infesting the tide-waters of New-York, New-Jersey and Brooklyn are perhaps the most desperate set of men in the country—the river thieves. Familiar with crime from birth and hardened by association with criminals, they know no law, and in the execution of their purpose will shoot down a man like a dog. For many years the Harbor Police have been on their tracks, but notwithstanding the utmost vigilance property valued at many thousands of dollars has been stolen from lighters, barges and docks. Many of these thieves have fallen into the hands of the law from time to time, but as soon as some severe penalty, meted out to an old offender, has led the authorities to hope for temporary relief, a new depredation more daring than previous robberies has occurred, calling for increased watchfulness on the part of the police.

At present the harbor is guarded by a single patrolling boat during the day, and by one at night, and the thieves appreciate their advantage. After the patrolling-boat has passed, they are able to accomplish a great many things before its return. It is often only by "doubling," or suddenly rowing back on them, that they are caught in the act of robbery. Then they will throw their plunder in the river, in order to destroy all evidence against themselves. The majority of the river thieves are old offenders, and well-known to the police. When raw sugar is stolen from a vessel, it is put by the thieves in their own bags, and as nearly all raw sugar is the same in appearance, it would be a remarkable person who could swear to his own property. Usually a loaded lighter is watched carefully during the day, if there is any probability of its remaining untouched all night. Then in the morning, early, when the watchman perhaps is somewhat drowsy, they rob at their pleasure. They usually do their work in gangs of three. Sometimes, in order to steal cotton from the piers, they row under the wharves and cut into the flooring until the bales fall through. One Winter they carried off property valued at $10,000. The steamship and railroad companies are especial sufferers.

Roundsman Jones, who has distinguished himself by ten years' efficient service on the Harbor Police, gave a TRIBUNE reporter the following description of the most notorious of the river thieves. First in order of villany of those who have their headquarters in Charlton st., is Michael Shanahan. At present, however, he is under indictment, having been implicated in the silk robbery from the White Star Line, with "Billy O'Day," who is now serving out a five years' sentence. His robberies have been numerous, and his oldest neighbor cannot recollect a time when he was not engaged in some criminal proceeding. As soon as he was able to run the streets, he obtained a record for stealing and general rascality. Michael Fennel, who shot O'Baldwin, the pugilist, accumulated considerable money, before the murder, by plying his thievish trade on the river. After his release he worked in an iron yard, but he soon returned to his old vocation. His brother is almost as notorious as himself for criminal deeds. John Sheen claims to be a lighter boatman, but the police are well aware that he is a river pirate. "Dutch Harry" has been following the river eight years. Recently, in company with Michael Fennel, he visited a Jersey pier in broad daylight, and stole a boat loaded with pig iron. The thieves were chased by the police-boat to the Canal-st. dock. The Jersey City authorities obtained the boat and iron. Michael Cassidy, William Scanlon, "Dinnie" Grady; "Con" Mahony, now on Blackwell's Island for two months; "English Dick," who is sentenced for six months and who has served five years for river thieving; and Peter Gough, a 'longshoreman who recently joined the ranks of the thieves and who has been sentenced for two months on Blackwell's Island, are other members of the gang. Owing to want of work, it is feared that many of the longshoremen may join the band; some have already done so.

An exciting chase took place on the North River on the night of May 18. Roundsman Back, with Officers Seiner, Skuse and Farrell, pursued some suspected thieves up the river, and four shots were fired before the men surrendered. Michael Shanahan who, with John Fennell was arrested, said two shots whistled close to his head, and then he thought it prudent to give up. Nothing was found in the boat, and as no evidence existed against them, they were discharged. John Fennell on the day of his release, claimed the boat in which he was arrested, and it was at once delivered to him. Roundsman Jones and officers Rhodes and Warum, while patrolling the North River on July 9, discovered a boat under Pier No. 46, with 26 pigs of lead in it. The boat proves to be the same one formerly captured, and is now at police headquarters. No one has appeared to claim it. As an instance of the difficulty of obtaining evidence against the river thieves, Roundsman Jones related the following story: On the morning of July 12, about 2 o'clock, Roundsman Jones discovered John Fennell, Michael Shanahan and Michael Fennell under the stern of the steamship City of Atlanta, at Pier No. 27, and under the bow, Henry Cornelius, John Sheen and Michael Cavanagh. On the pier were many bags of coffee, which the thieves undoubtedly, were intending to steal. The police-boat, for which the thieves were watching, passed by, but suddenly "doubled," and the boats of the thieves were discovered between piers No. 27 and 28. They were arrested, but nothing was found on them, and although they contradicted each other on the witness stand, and were well known as river thieves, they were discharged for "want of evidence."

NAVY INTELLIGENCE.

WASHINGTON, Aug. 2.—A Naval Court-martial convened at the Navy-Yard in this city yesterday, for the trial of Lieut. Arthur H. Fletcher, late Executive Officer of the U. S. steamer Huron, charged with conduct unbecoming an officer. The following officers compose the Court: Commodores A. Bryson and J. C. Beaumont; Captains J. C. P. DeKrafft, O. C. Badger, and A. W. Weaver; Commanders James S. Skerrett and F. H. Baker; Passed Assistant Engineer R. B. Hine, Judge Advocate.

Commander Alfred Hopkins has been ordered to the command of the receiving ship Wyoming, at Washington, D. C. Passed Assistant Engineer L. T. Safford is ordered to special duty at Chester, Penn. Midshipman Charles C. Rogers is detached from the Plymouth, and Midshipman J. C. Gilmore is detached from the Hartford and ordered to the Monongahela. Boatswain T. Bennett has been ordered to the receiving ship Wabash at Boston, in place of Boatswain Charles E. Rich, detached and ordered to the Swatara at Washington. Boatswain William A. Cooper is detached from the Swatara, and placed on waiting orders. Sailmaker Alexander W. Stephens is ordered to the Hartford, at Norfolk, Va., in place of Sailmaker John C. Herbert, detached from that vessel and placed on waiting orders.

THE NEW-YORK TRIBUNE suggests that Mr. Tilden struck at once for Cork when he landed on the other side, "because he yearned for communion with the aboriginal Democrat in his native bog." No, he went there because Cork is the "political capital" of his party. It's a capital they are more apt to take out than put in.—[Detroit Post.

THE COURTS.

A WIFE'S PECULIAR SUIT.

Patience M. Gardner has brought a suit against her husband, James Gardner, to declare her husband her debtor to the extent of $24,000, and to have his property put in the hands of a receiver until he pays that sum. They were married in 1849, and have no children. Mrs. Sarah Hancock, a widow with considerable property and the aunt of the plaintiff, came to live with her. She hired the house of the defendant, paid various expenses of the household, received the defendant's money, and advanced him money when he required it in his business, and all this without any strict account between them. She left all her property to her niece, the plaintiff in this action. Mrs. Gardner now claims that her husband owed her aunt $13,000, and owed her 11,000, and that by threats of leaving her he induced her to surrender the security which she held for the $11,000, and to take a mortgage, payable at his death, on the house in which they live and which was intended for her. She charges that her husband is parting with his property to his sister in order to cheat her. She asks an accounting, and that the mortgage be changed so as to make it payable at once.

The case came up yesterday on a motion to discharge an injunction restraining the husband from parting with his property. This was before Judge Westbrook in Supreme Court Chambers. The husband says he used no threats to his wife, that she is properly secured by the $11,000 mortgage, and that he owes nothing to the aunt's estate represented by his wife.

CIVIL NOTES.

James King, an aged counsellor, won a case yesterday in the Harlem Civil Court. He was so much elated that he began to berate his opponent in open Court. Justice McGown interrupted, and warned the venerable lawyer not to repeat the offence. King then apologized to the Court. Fifty years ago Mr. King was a New-York constable, under High Constable Jacob Hays.

Judge Sanford, in Superior Court, Special Term, granted yesterday a decree of absolute divorce in the suit of John D. Sullivan against Mary Ann Sullivan. The plaintiff and defendant were married in 1862, and have one child, ten years old.

Judge Westbrook in Supreme Court, Chambers, granted yesterday an order of reference to Alfred Taylor in the divorce suit of Genevieve E. Murray against Henry E. Murray. They were married in 1871, and the wife now sues for an absolute divorce. The same Judge referred the suit of Clara A. Bulkley against Henry B. Bulkley to H. F. Farrell. The plaintiff and defendant were married in 1853, and have four children.

Judge Westbrook granted yesterday an order, at the suit of the Trustees of St. Patrick's Mutual Alliance Association, that William O'Connell show cause, on Tuesday next, why he be not punished for contempt. It is charged that he and one Croley, since dead, in defiance of an order of the Court, drew out from two banks $2,000 belonging to the Society, and endeavored to draw a larger sum from a third bank.

In the divorce suit of Seicht against Seicht, in which H. Stiefel has made an earnest fight for his client and his fees, Mr. Stiefel has succeeded in obtaining from Judge Van Hoesen an order for the release of the defendant from arrest upon paying to the counsel for the plaintiff his counsel fee of $50, and $5.00, twenty-five weeks' alimony, to the wife.

CRIMINAL NOTES.

At the Tombs Police Court yesterday, Charles O'Neill, a stonecutter, age 24, was brought up on a charge of entering the tobacco store of Giebel & Van Ransdohr, at No. 176 Water-st., on Wednesday night, by forcing a cellar-door, and stealing leaf tobacco valued at $25c. He was detained for trial in the Court of General Sessions in default of $2,000 bail.

A descent was made on the disorderly house No. 13 West Twenty-seventh-st., kept by Mary Loy, Thursday night, and she, with two men and four women, found in the place, were arrested. At the Jefferson Market Police Court yesterday, the proprietress was held in $500 bail to answer. One of the men and the four women were fined $10 each, and the other man was fined $10 and sent to the Island for one month....Charles Hannon of No. 71 Sullivan-st., and Hugh Meilen of the Revere House, attempted to rescue their dogs from Michael Mallon and George Heisten, two deputy dog-catchers, yesterday morning. Hannon was discharged and Meilen was fined $10 and sent to the Island for one month.

DECISIONS—AUGUST 3.

Supreme Court—Chambers—By Judge Westbrook.—In the matter of Wallace; in the matter of Moneypenny; in the matter of Sanders; in the matter of Mott; in the matter of St. John.—Orders granted. Low agt. Ramsey.—Extra allowance $100. Tvison agt. Smith.—Granted on default. Sprague agt. Olcott.—Order entered is right. Matthews agt. Coe.—Motion granted. Harmelbrook agt. Schauer.—Granted; no action to be brought for arrest.

Common Pleas—Special Term—By Judge Van Hoesen.—In the matter of Cassidy.—See memorandum. Schoeke agt. Rowell.—See opinion. Hambunger agt. Reich.—Order granted.

By Judge J. F. Daly.—Schlamp agt. Peters.—Findings resettled.

Marine Court—Chambers—By Judge McAdam—Stewart agt. Collins, opinion filed. Sayers agt. Mellen, Motion granted without costs. Hoffman agt. Benning (2 cases).—Motions to vacate attachments denied. Gibody agt. Garvey.—Sheriff's bill taxed at $21.97. Schlieck agt. Glaser.—Decision filed. Dondier agt. Spandel.—Action tried and defendant discharged from arrest. Rabold agt. McCulloch.—Judgment. Lowenthal agt. Korn, Hildreth agt. K rnard, Seckles agt. Rosen, Schmutzler agt. Barham, King agt. Ross, Steinlecker agt. Lach.—Complaints dismissed, unless within ten days plaintiff files note of issue and puts case on calendar. Wegram agt. Bone.—Defendant must pay the admitted portion of claim. Evans agt. Hoffman.—Security for costs ordered. Blauvelt agt. Parker.—Judgment vacated. Rogers agt. Long.—Motion for commission granted. Filmore agt. Desmond.—Complaint dismissed, unless within thirty days the plaintiff puts the action upon the calendar and pays $10 costs. Weiss agt. Weiss.—The parties will appear for oral examination on the 4th inst., at 2 p. m. Koch agt. Pensel.—Stay continued. Jacquemod agt. Joslyn.—Proceedings dismissed. Board of Commissioners of Charities, &c. agt. Whitney.—Motion denied. Parsons agt. Hawn.—Record amended. Farley agt. Lyddy.—Taxation affirmed. Williams agt. Ceasar.—Default opened on terms. Bode agt. Oetament.—Arrest vacated for irregularity in undertaking upon stipulating not to sue; no costs. Hopkins agt. Newark Boot and Shoe Co.—Third person ordered to pay over. Gabriel agt. Strauss.—Arrest vacated on stipulation not to sue, $10 costs to abide event. Bruestaro agt. Guaro.—Offset allowed. Mendelson agt. Ford.—$50 allowance granted. Van Trentine agt. Goldsmith.—Proceedings dismissed. O'Connor agt. Bliss.—Justification dismissed.

PASSENGERS ARRIVED.

FROM GALVESTON—*In steamship Rio Grande*—J. H. Shipp, W. Walsh, B. R. Kelly, R. Lovall, Geo. H. Boyesen, J. M. Matthew, Mrs. Grullon, 4 children and servant, C. Beckman, Miss M. Beckman, Miss L. Ham, Mr. and Mrs. F. C. Jeffrey, Miss P. Livingston, C. A. Drake, Mrs. A. E. Parsons, Mrs. Lester.

FROM ASPINWALL—*In steamship Andes*—Louis Felipe Ogliastre, Mrs. Margret Varran, Stephen W. D. Jackson, Ernest Cerruti, Frederick Day, Carlos L. Borte, Juan Garcia, Joseph M. Rascano, Albert J. Scherzer, Pascal Zapa.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises	5:0	Sun sets	7:12	Clock fast	5:47
Moon rises	12:20	Moon souths	7:28	Moon's age, days	25

HIGH WATER TO-DAY—A. M.

Sandy Hook	2:26	Gov. Island	2:50	Hell Gate	4:39

HIGH WATER TO-DAY—P. M.

Sandy Hook	2:59	Gov. Island	3:19	Hell Gate	5:08

HIGH WATER SUNDAY—A. M.

Sandy Hook	3:35	Gov. Island	3:56	Hell Gate	5:45

HIGH WATER SUNDAY—P. M.

Sandy Hook	4:12	Gov. Island	4:27	Hell Gate	6:16

SHIP NEWS.

PORT OF NEW-YORK..........AUGUST 3

CLEARED.

Steamship Germanic (Br.), Kennedy, Liverpool via Queenstown, R. P. Cotton.

Steamship Enmore (Br.), Hopkins, Liverpool, Eng., J. S. Tucker.

Steamship Paloro (Ital.), Diliberta, Bristol and Cardiff, John C. Seager.

Steamship Ellen S. Terry, Salyer, Providence, Josiah J. White.

Steamship City of Austin, Chester, Fernandina via Port Royal, C. H. Mallory & Co.

Steamship Beverly, Wallace, Philadelphia, Penn., James Hand.

Steamship W. Woodland, Young, Baltimore, Wm. Dalzell.

Brig Wm. Phipps, Brandtberg, Cayes, Hayti, Young, Smith & Co.

Brig Neva (Br.), Smelizer, Belfast, Ireland, Hatton, Watson & Co.

Brig Plod (Aust.), Tarabochia, Cork or Halifax, John C. Seager.

Bark Unanima (Br.), Cann, Cork, Ireland, James W. Elwell & Co.

Bark Lizzie Iredale, Mossop, Liverpool or Birkenhead, Geo. F. Bulley.

Bark Inasestra (Ital.), Schiaffino, Cork or Halifax, Slocovich & Co.

Bark Giuseppe Capurro (Ital.), Capurro, Cork or Halifax, John C. Seager.

Bark Gelion (Nor.), Borgessen, Copenhagen, Funch, Edye & Co.

Bark Chimos (Nor.), Haay, Bergen, Norway, C. Tobias & Co.

Bark Neptune (Nor.), Johannesen, Elsinore, Benham & Boyesen.

Bark American Eagle, Johnstone, Rio de Janeiro, Thos. Norton & Co.

Schr. Victor, Crocker, Port Lyman, Costa Rica, B. J. Wenberg & Co.

Schr. Venture (Br.), Hatfield, Windsor, N. S., C. W. Bertaux.

Schr. Helen, Pitts, Providence, Cartwright & Doyle.

Schr. Francis Coffin, Taubets, Machias, Me., H. W. Loud & Co.

Schr. Chillon (Br.), Bsho, Montego Bay, J. Wessels.

Schr. Wm. R. Knighton, Hegeman, St. Johns, James W. Elwell & Co.

Sloop Emperor, Denick, Saybrook, Conn., Low & Littlefield.

ARRIVED.

Steamship Andes (Br.), Hughes, Santa Martha, July 13, Savanilla, July 18, Carthagena, July 21, Aspinwall, July 25, and Navassa, July 28, with mdse. and passengers to Pim, Forwood & Co. Left at Navassa schr. Louisa Ehrman, for Port Royal, loading; brig Romance, for Baltimore, sailed July 27.

Steamship Rhein (Ger.), Franke, Bremen, July 21, and Southampton, July 24, with mdse. and passengers, to Oelrichs & Co.

Steamship Albemarle, Gibbs, Lewes, with mdse. and passengers, to Old Dominion Steamship Co.

Bark Vidfarne (Nor.), Mathiasen, Rotterdam, 46 days, with mdse., to Funch, Edye & Co.

Bark Saga (Nor.), Olsen, Havre, 38 days, with mdse., to order.

Ship N. B. Palmer (Nor.), Larsen, Antwerp, 33 days, in ballast, to C. Tobias & Co. Aug. 2, lat. 41, lon. 53, passed a bark waterlogged and abandoned; had a jurymast standing forward and part of the mainmast; appeared to have been but a short time in that situation.

Bark Georgie (of Windsor, N. S.), McBride, Bremen, 28 days in ballast, to C. W. Bertaux.

Bark Risoluto (Ital.), Lipari, Cadiz, 42 days, with mdse. to order; vessel to Funch, Edye & Co.

Bark Agnes Campbell (of Weymouth, N. S.), Thomas, Lynn, June 13, in ballast, to James W. Elwell & Co. Anchored at Sandy Hook for orders.

Bark Fulda (Ger.), Bassan, Dublin, June 16, in ballast, to Chas. Luling & Co. Anchored at Sandy Hook for orders.

SAILED.

Steamship Albermarle, for Lewes; barks John Bunyan, for Genoa; Anastatia, for Santander; Lavinia, for Bordeaux; Chasseur, for Elsinore; Saturn, for Denmark; Limerick Lass and Antoinette, for Hamburg; Agnes, for Havre; Neptune, for Glasgow; Lizzie Iredale, for Liverpool; Hebe, for Bristol; Alma, for Queenstown; Golden Fleece, for Barbadoes; Bertha Rod, for Baltimore; Boudevenen, for ——; brigs Neva, for Belfast; Starlight and Pearl, for Port Spain; Galconda, for Richmond; Eudorus, for Portland; Kathadin, for ——; schrs. Carrie M. Richardson, for Oran; Rosa Eppinger, for Ponce, P. R.; C. B. Wood, A. C. Buckley, Timothy Field, Alethea, and Lizzie Love, for ——.

SAILED BY WAY OF LONG ISLAND SOUND.

U. S. frigate Constellation, for New-Bedford; steamships Glaucus for Boston; brigs Carrie Winslow, for Montevideo; Martha J. Brady, for Windsor, N. S.; schrs. Vesta, for Dorchester, N. B.; Venture, for Windsor, N. S.; Mott Haven, for Calais; J. M. Kennedy, Darius Eddy, Lizzie Cochran, Charles Heath, and A. T. Boardman, for Boston; Medford, for Bangor; Abbie E. Willard and Ida and Anna, for Fall River; Modesty, for Plymouth; Theodore Dean, for Fall River; Red Jacket and Ida, for Rockland; Kate Rommell, for Portsmouth; Hastings, Isabel Alberto, and Almon Bacon, for New-Bedford; Speedwell, for Salem; J. H. Gould, Anson Brown, and W. M. Voorhis, for Providence; W. H. Mitchell, for Machias.

SUNSET—Wind, at Sandy Hook, moderate, S. S. W., hazy; at City Island light, S. W., clear.

FOREIGN PORTS.

QUEENSTOWN, Aug. 3.—The White Star Line steamship Adriatic, from Liverpool, Aug. 2, left here for New-York at 3 o'clock this morning.

LONDON, Aug. 3.—Sailed, July 5, Gilbert Thompson; July 14, Perseverance, Capt. Morice, and Jan Van Brakel, both from St. Helena; Aug. 1, Bombay and Marie, Capt. Brummer; Aug. 3, Pacific, Capt. Petersen, latter two for New-York; Plymouth Rock. Arrived, July 3, Borneo, at Talcle Bay; July 22, St. Bede; July 25, Vaasen; July 30, Bremerlehe, Constantia, Capt. Kuehlken, Athena, Sijernen, Wm. Hunter, Grosvar, Marianne, Janet and Sator; July 31, Betty, Capt. Scheepsma, and Ganymedes; Aug. 1, Paul, Capt. Klatt, latter at Dungeness; Marie, Capt. Jansen, Prinsessen, Rosita, Capt. Zuleta; Aug. 2, Columbia, Capt. Schumacher, Jupiter, Capt. Lietke, latter at Beachy Head; steamships Maas and Edith, Capt. Homer; Aug. 3, Concepcion, Talbot, Othello and Sunny South.

DOMESTIC PORTS.

PORT ROYAL, S. C., Aug. 3.—Sailed, steamship City of Dallas, Hines, for New-York.

BALTIMORE, Aug. 3.—Arrived, bark Hiawatha (Br.), Little from Londonderry; schrs. Louisa Birdsall, Steelman, from Boston; Maggie A. Fisk, Matthews, from Boston. Cleared, ship Clampa Amelia (Ital.), Cocusullo, for Antwerp; bark Liguria (Ital.), Capuro, for Dublin; Louise (Nor.), Dexly, for Elsinore; schr. S. H. Prentice, Prentice, for Jacksonville, Fla.

[For other Ship News see Fifth Page.]

Proposals

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS, WASHINGTON, July 26, 1877.

SEALED PROPOSALS, indorsed "Proposals for Flour, Corn," &c. (as the case may be), and directed to the Commissioner of Indian Affairs, care Major W. H. Hughes, Q. M. U. S. A., Sioux City, Iowa, will be received until 12 m. of Wednesday August 22, 1877, for furnishing at New-York, Philadelphia, Baltimore, Chicago, Sioux City, St. Paul, or Yankton, the following supplies for the Indian service, viz.:

2,670,000 pounds of Flour,
1,400,000 pounds of Corn,
20,000 pounds of Wheat,
90,000 pounds of Salt,
250,000 pounds of Sugar.

Also a variety of other articles, consisting of carpenter's and smith's supplies, hardware, stationery, farming implements, means of transportation, wood, hay, etc., etc., lists of which can be had on application to E. M. Kingsley, 30 Clinton Place, New-York; Major Hughes, Sioux City; Captain W. H. Nash, Cheyenne; Captain Charles McClure, St. Paul; Major John P. Hawkins, Omaha, and the Indian Office.

The bids will be opened in the presence of the purchasing committee of the Board of Indian Commissioners, and read publicly, beginning at the hour above named. Bidders are invited to be present.

Each bid must give the names of all parties interested in or parties to it, and must have a copy of this advertisement attached. No bids will be considered from persons who have in any respect defaulted in any bid heretofore. Any or all bids, or any part of any bid, will be rejected, if deemed for the best interests of the Government.

Every bid must be accompanied by a certified check or draft, payable to the order of the Commissioner of Indian Affairs, to be held by him until the execution of the contract, upon some U. S. Depository, which check or draft shall not be less than five per centum of the amount of the proposal; and shall be forfeited to the United States in case any bidder receiving an award shall fail to promptly enter into contract, or to furnish a sufficient bond therewith: otherwise to be returned to the bidder.

The Flour must be fresh ground, of sound wheat, equal to the best New-York XX quality, and delivered in strong double sacks. Samples of not less than 5 pounds must accompany each bid, said samples to be distinctly marked with the name of the bidder, and number, if more than one sample is submitted.

The Corn must be sound, dry and clean, to weigh not less than 56 pounds to the bushel, and delivered in strong gunnies, re-sewed.

The Wheat must be of the Fall crop, sound, dry and clean, to weigh not less than 60 pounds to the bushel, and delivered in strong gunnies, re-sewed.

The Sugar must be packed in barrels, full head-lined.

The Salt must be dry, and packed in barrels ready for shipment.

The prices named must be "net." In no case will any allowance be made for sacks, boxes or barrels.

All articles furnished under contract must be delivered at the places designated for their reception, and will be subject to strict inspection.

In executing the contract, the right will be reserved to increase or diminish the quantity of any of the articles embraced in the foregoing schedule; and the further right will be reserved to increase or decrease the amount specified in any contract to an extent not exceeding twenty-five per cent.

A joint and several bond, in the full amount of the contract, duly executed, with two or more sureties, and conditioned for the faithful performance of the contract in all its particulars, must accompany the same. The sufficiency of the sureties must be evidenced by their affidavit as to the value of their property.

No contract, or part thereof, will be permitted to be sub-let or assigned to, or filled by, any other party, without the written consent of the Secretary of the Interior.

J. Q. SMITH, Commissioner.

Ocean Steamers.

FOR LIVERPOOL via QUEENSTOWN.—The Liverpool and Great Western Steam Company's United States Mail Steamers leave Pier 53, N. R.:
WYOMING.......TUESDAY, August 14, at 9 a. m.
WISCONSIN.......TUESDAY, August 28, at 8 a. m.
MONTANA.......TUESDAY, September 11, at 8 a. m.
Cabin Passage, $55, $65, or $75, according to State Room; Steerage, $26; Intermediate, $40.
WILLIAMS & GUION, 29 Broadway.

GENERAL TRANSATLANTIC COMPANY. BETWEEN NEW-YORK AND HAVRE, via PLYMOUTH.
Pier of Company No. 42, North River, foot of Morton st.
PEREIRE, Danre.......Wednesday, August 8, 3 p. m.
CANADA, Frangeul.......Wednesday, August 15, 10 a. m.
ST. LAURENT, Lachesnez.......Wednesday, Aug. 22, 4 p. m.
LOUIS DE BEBIAN, Agent, No. 55 Broadway.

GREAT WESTERN STEAMSHIP LINE. NEW-YORK TO BRISTOL (Eng.)—DIRECT. Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel. Sailing from Pier 18 East River.
CORNWALL, Stamper.......TUESDAY, August 14
SOMERSET, Western.......TUESDAY, August 28
Cabin Passage, $70, currency; Return tickets at favorable rates. Intermediate, $45, currency; Steerage, $30, currency. Prepaid steerage Certificates, $25. Drafts for £1 and upward. For freight or passage, apply to W. D. MORGAN, Agent, No. 70 South-st., New-York.

HAMBURG American Packet Company's Line for PLYMOUTH, CHERBOURG, and HAMBURG.
LESSING.......August 2 | HAMMONIA.......August 16
HERDER.......August 9 | POMMERANIA.......Aug. 23
Rates of passage to Plymouth, London, Cherbourg, Hamburg, and all points in England, Scotland, and Wales: First Cabin, gold, $100; Second Cabin, gold, $60; Steerage, currency, $34.
KUNHARDT & Co., General Agents, 61 Broad-st., New-York. C. B. RICHARD & BOAS, General Passenger Agents, 61 Broadway, New-York.

INMAN LINE. MAIL STEAMERS.
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF BERLIN.......SATURDAY, August 11, 7 a. m.
CITY OF CHESTER.......SATURDAY, August 18, 1 a. m.
CITY OF RICHMOND.......SATURDAY, Sept. 1, 11 a. m.
from Pier 45, N. R.
CABIN, $80 and $100, gold. Return tickets on favorable terms.
STEERAGE, $28, currency. Drafts at lowest rates.
Saloons, staterooms, smoking and bath rooms amidships.
JOHN G. DALE, Agent, 15 and 33 Broadway, N. Y.

NATIONAL LINE.—Piers Nos. 44 and 51, N. R.
FOR QUEENSTOWN AND LIVERPOOL.
ITALY, Sat., Aug. 4, 12 m. | EGYPT....Sat., Sept. 1, 10:30 a. m.
SPAIN...Sat., Aug. 18, 12 m. | ITALY.......Sat., Sept. 8, 3 p. m.
FOR SOUTHAMPTON AND LONDON.
HOLLAND, Sat., Aug. 4, 12 m.—DENMARK, Thurs., Aug. 16, 9 a. m.
Cabin and steerage passage, and Drafts from £1 upward issued at very low rates. Company's offices, 69 Broadway.
F. W. J. HURST, Manager.

NEW-YORK AND HAVANA DIRECT MAIL LINE.
These first-class steamships sail regularly at 2 p. m. from Pier No. 13, North River, as follows:
Steamship COLUMBUS.......WEDNESDAY, Aug. 1.
Steamship CLYDE.......SATURDAY, August 11.
Accommodations unsurpassed. For freight or passage apply to WILLIAM P. CLYDE & Co., No. 6 Bowling-green.
McKELLER, LULING & Co., Agents in Havana.

New-York, Havana & Mexican Mail S. S. Line.
Steamers leave Pier 3, North River, at 3 p. m.
FOR HAVANA DIRECT.
CITY OF MERIDA, Reynolds.......SATURDAY, August 4
CITY OF VERA CRUZ, Deaken...WEDNESDAY, August 8
CITY OF NEW-YORK, Timmerman...WEDNESDAY, Aug. 15
FOR VERA CRUZ AND NEW-ORLEANS.
via Havana, Progreso, Campeachy, Tuxpan, Tampico.
CITY OF MERIDA, Reynolds...SATURDAY, August 4.
Steamers will leave New-Orleans August 12 and Sept. 2 for Vera Cruz and all the above ports.
For freight or passage apply to F. ALEXANDRE & SONS, 31 and 33 Broadway.

NORTH GERMAN LLOYD
STEAMSHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON, AND BREMEN.
COMPANY'S PIER foot of SECOND-ST., HOBOKEN.
ODER.....Saturday, August 4 | NECKAR, Saturday, Aug. 18
RHEIN.....Saturday, Aug. 11 | MAIN....Saturday, August 25
RATES OF PASSAGE from NEW-YORK to SOUTHAMPTON, HAVRE, OR BREMEN:
FIRST CABIN, $100, gold; SECOND CABIN, $60, gold. STEERAGE, $30, currency.
Return Tickets at reduced rates. Prepaid Steerage Certificates, $30 currency.
For freight or passage apply to OELRICHS & Co., 2 Bowling-green.

PACIFIC MAIL AND PANAMA TRANSIT STEAMSHIP LINES.
For CALIFORNIA, JAPAN, CHINA, AUSTRALIA, NEW-ZEALAND, BRITISH COLUMBIA, OREGON, &c., Sailing from Pier foot Canal-st., North River.
For SAN FRANCISCO, via ISTHMUS OF PANAMA.
Steamship COLON, WEDNESDAY, August 15.
Connecting for Central American and South Pacific Ports.
From SAN FRANCISCO to JAPAN and CHINA.
Steamship CITY OF TOKIO, WEDNESDAY, Aug. 8.
From San Francisco to Sandwich Islands, Australia and New-Zealand.
Steamship CITY OF NEW-YORK, WEDNESDAY, Aug. 15.
For information and tickets apply at Company's Office, 6 Bowling Green, New-York.

THE AMERICAN STEAMSHIP COMPANY OF PHILADELPHIA.
PHILADELPHIA AND LIVERPOOL LINE.
The only Transatlantic Line sailing under the AMERICAN FLAG. Sailing every THURSDAY from Philadelphia and WEDNESDAY from Liverpool.

THE RED STAR LINE STEAMSHIPS.
Carrying the Belgian and United States Mails. Sailing semi-monthly alternately from Philadelphia and New-York. Direct and only
TO ANTWERP.
For rates of passage and other information apply to PETER WRIGHT & SONS, General Agents, 307 Walnut-st., Philadelphia. 52 Broadway, New-York. JOHN McDONALD, Agent, 8 Battery-place, New-York.

WHITE STAR LINE.
FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE
UNITED STATES MAIL.
The Steamers of this Line take the Lane Routes recommended by Lieut. Maury, U. S. N., going south of the Banks on the passage to Queenstown, all the year round.
GERMANIC, Aug. 4, 12:30 p. m.
ADRIATIC, August 18, 1 p. m.
BRITANNIC, SATURDAY, August 25, 4 p. m.
FROM THE WHITE STAR DOCK, PIER 52, NORTH RIVER.
These steamers are uniform in size and unsurpassed in appointments. The Saloon, Staterooms, Smoking, and Bath Rooms are placed amidships, where the noise and motion are least felt, affording a degree of comfort hitherto unattainable at sea.
RATES—Saloon, $80 and $100, gold. Return Tickets on favorable terms. Steerage, $28.
For inspection of plans and other information, apply at the Company's Offices, No. 37 Broadway, New-York.
R. J. CORTIS, Agent.

Ocean Steamers.

STATE LINE.—To Glasgow, Liverpool, Dublin, Belfast, and Londonderry. These first-class, full-powered steamers will sail from Pier 42, North River—Foot of Canal-st., N. R.
STATE OF VIRGINIA.......Thursday, August 9
STATE OF INDIANA.......Thursday, August 23
STATE OF GEORGIA.......Thursday, August 30
STATE OF PENNSYLVANIA.......Thursday, Sept. 6
First cabin, $60 and $70, according to accommodation. Excursion Tickets at reduced rates. Second Cabin, $45. Return tickets at reduced rates. Steerage $26. Apply to AUSTIN BALDWIN & Co., Agents, 72 Broadway, N. Y.
STEERAGE PASSAGE at No. 45 Broadway, and at Company's Pier foot of Canal-st., N. R.

REAL ESTATE.

NEW-YORK, Friday, Aug. 3, 1877.

The following real estate sales were made at the Exchange salesroom to-day.

By D. M. Seaman.

1 2-story frame house with lot, No. 233 East 105th-st. 63.4 ft e of 3d ave, lot 17.1x80.8; Pangborn & Adams....$ 2,110

By Hugh N. Camp.

1 4-story brick tenement house with lot, n s, East 74th-st, 200 ft e of 2d-ave, 25x102.2; Thos. A. Hall.... 10,200

By Howard W. Coates.

1 lot s s West 129th-st, 275 ft e of 7th-ave, 25x99.11; W. V. S. Beekman.... 1,400

OFFICIAL RECORD OF REAL ESTATE TRANSFERS.

NEW-YORK CITY.

Bronx River, s w of 24th Ward; S W Knevals and wife to Wm A Booth	$1,600
Catherine-st, n s, 50x101 (24th Ward); F Grote and wife to S J Jaques	400
Depot-st, n s, 50x86.6 (24th Ward); C Billet, executor, to Wm Coogan	540
Thomas-ave, s s, 25x82.6 (24th Ward); same to H F Nicnols	155
Thomas-ave, s s, 25x82.6 (24th Ward); same to Jno Fitzpatrick	155
Catharine-st, n s, 2.8x302 (24th Ward); same to G Kahrs	6,100
6th-ave, e s, 89.5 ft n of 51st-st, 22x77.11½; Valentine Cook and wife to E W Vores	40,000
61st-st, s s of 160 West Lexington ave, 18x100.5 Thomas Edwards to Richard Edwards	Nominal
Henry-st, n s 24x78, same to same	Nominal
56th-st, n s 90 West Lexington-ave, 12.6x100.5, same to same	Nominal
39th-st, s s, 233.4 East of Third ave, 168x98.9, same to same	Nominal
3d-ave, e s, 49.4½, s of 42d-st, 20.11x100.5 Robert Edwards to same	$0,000
Downing, n s 240.1 w of Bleecker-st, 10.1x16.3, J. P. Elmendorf to D. H. King	$10,300
39th-st, s s 233.13, e of Third-ave, 16.8x98.9 Elizabeth Edwards to Thomas Edwards	Nominal
Henry-st, n s, 24x76; same to same	Nomin'l
61st-st, s s, 160 ft w Lexington-ave, 18x100.6; same to same	Nomin'l
56th-st, n s, 90 ft w, 20.6x100.5; same to same	Nomin'l
Downing-st, n s, 240.1 ft w Bleecker, 16.5x70; D H King to J P Elmendorf	$1,500
28th-st, s s, 305.2 ft e 2d-ave, 55.3x irregular; J W Hamersley to A Hall	5,500
131st-st, s s 219.1 ft w Madison-ave, 18.2x99.11; U Macsellar and husband to E Saydam	14,000
Green-st, e s 40 ft s Prince-st, 25x101; A L Levy and wife to J. Rosenthal	Nomin'l
121st-st, s s, bet. Ave A and Harlem River, irregular S Ashton to F J DePeyster	Nomin'l
Dry Dock-st, n w cor 11th-st., 42.4x85.11; Edward Strong and wife to E. Gierke	12,500
H ... st, e s, 25x121.5 (24th Ward); N. Lowerre to Cadet, ex	Nomina
11th-ave, n e cor 14 d-st, 175x1 9.11; C. N. Romaine and wife to Colored Orphan Asylum	20,000
53d-st, n s, 166.8 w 2d-ave, 16.8x100; H. Steinert to M. Stienert	10,000
Columbia-st, n cor Jefferson-ave, 50x100 (24th Ward); J. G. Becker and wife to R. A. Buck	2,500
22d-st, s s, 350 w of 9th-ave., 25x98.9; B. E. McCafferty, ref., to M. Simon	1,500
Fordham 4½ acres (24th Ward); H. E. Davis, ref., to A. E. Mostress	3,200

[Official.] J. Y. SAVAGE, Deputy-Register.

OFFICIAL RECORD OF MORTGAGES.

Coogan Wm., to C. Billett, n s of Depot-st., (24th Ward) 1 year	$ 200
Suydam Emelia, and husband to Peter Ballantine, s s of 31st-st. w of Madison-ave.; 1 year	1,000
Schaefer Phillip and wife, to Fred. W. Bampson, n s of 57th-st., w of 10th-ave.; 3 years	10,000
Schaefer Philip and wife, to Mary C. Wilson, n s of 57th-st., w of 10th-ave.; 3 years	3,500
Vetter H. and wife, to Mutual Life Insurance Co., s s of 7th-st., w of 1st-ave.; 1 year	2,000
Kirk H. B. and wife, to A. R. Whitney, s w corner of Cedar-st. and Union-ave. (24th Ward); 5 years	7,618
Welton M. C. and husband, to Jane C. Lottimer, s s of 4 d-st. w of 5th-ave.; 5 years	9,000
Gierke Elizabeth, and husband, to E. Strong, n e corner of Dry Dock-st. and 11th-st.; 3 years	6,500
Same to same, n w corner of Dry Dock-st. and 11th-st. 3 years	5,000
Same to same, n w corner of Dry Dock-st. and 11th-st. 3 years	5,000
Same to same, n w corner of Dry Dock-st. and 11th-st. 3 years	6,500
Gu ... , and wife, to Mutual Life Ins. Co., w s of Broadway, n of 46th-st.; 1 year	4,000
Elmendorf, J P, to David Harvie, n s of Downing-st., w of Bleecker-st.; 5 years	6,500
Same to same, same	6,500
King, David H, jr, to J P Elmendorf, n s of Downing-st, w of Bleecker-st.; 2 years	1,500
Billings, Julia H, to Geo H Cary, n s of 39th-st, e of Madison-ave.; 3 years	23,000
Daniel, J. B. and wife, to Dewitt Buckbee and wife, 22d-st., n s of W 10th-ave.; 1 year	3,000
Ministers, elders and deacons of Ref. Prot. Dutch Church in 34th-st, to the ministers, elders and deacons of the Ref. Prot. Dutch Church, n s of 34th-st, w of 9th-ave	3,000

[Official.] J. Y. SAVAGE, Deputy-Register.

Brooklyn Real Estate For Sale.

DWELLING-HOUSES Nos. 43 Willow-st., 37 Hicks-st., 49, 51, and 53 Nassau-st., 100 and 102 Pineapple-st., 179 and 197 Willoughby-st, 24 Lafayette-ave. GORDON L. FORD, 97 Clark-st., Brooklyn.

FOR SALE—On Corner of Carlton-av. and Bergen-st., 6 very desirable LOTS for immediate improvement. Will be sold only for cash and mortgage. RULAND & WHITING, 5 Beekman-st.

Country Real Estate For Sale.

A NICE LITTLE FARM of 20 acres, near this city, well adapted for the residence of a New-York business man; being pleasantly located on high ground, with beautiful surroundings and in a first-class neighborhood, with good school and college privileges; horse and steam-cars, churches, etc., near at hand. If not sold by Dec. 1, will be rented to a good tenant for five years. Address, S. ORANGE, Box 39, Tribune office.

A NUMBER of Desirable Country Homes for sale: car depot, one hour from New-York City. Apply to WM. MACKAY, Fladerne, Somerset County, N. J.

AT CROTON LANDING. FOR SALE. A desirable FARM of 26 acres, suitable for a gentleman's country residence. The property is located on the west side of the old Albany Post Road, about one mile north of the station, and commands extensive views of the Hudson River. The land is fully covered with apples, pears, and other small fruits, and is all under cultivation. The buildings comprise a good barn, ice-house, and other outbuildings; the house contains 11 large rooms. The property will be sold cheap. For particulars address EDWARD CLARKE, Tribune Office.

BANKRUPT SALE OF SPLENDID FARM on Harlem Railroad, 109 miles from New-York City; contains 540 acres of splendid land, 400 under cultivation; no swamps, rocks or waste land; all well fenced and watered; plenty of wood and timber; large orchard of apples, pears, plums, peaches, etc.; large stream through the farm; land all smooth and rich; cultivate, mow and reap all by machine; good substantial dwelling-house of fifteen rooms; house and barns all supplied with fountain water; five barns, wagon house and horse barn; large grain and corn house, hog house, ice house, tool house, cheese house, etc.; stabling for 100 head of stock; buildings all in excellent order, and forming altogether the finest grain, stock and dairy farm on the whole line of the Harlem Railroad, having for years kept over 100 head; the location is very pleasant and healthful, only 80 rods from Primary School, and only 1½ miles from a handsome village, with High School, stores, churches, mills, postoffice, etc., and but 4½ miles from a large town and railroad station; price, with all the growing crops, $40 per acre; was never valued less than $75; 70 per cent can remain five years or longer at six per cent; the farming utensils and stock (60 head) will be sold at appraisal if wanted. Take 10:30 a. m. train from New-York on Harlem Railroad for HILLSDALE. Inquire for CHARLES BRIZZIE. Can return same day or stay, lodge and breakfast on premises and return on morning train. N. B. The property being offered at but half its value (being but $600 above bank mortgage on it) there can be no trading nor deviation in price.

FOR SALE.—CHOICE COUNTRY SEAT, near Tarrytown; one of the most desirable places on the Hudson River; high ground and healthy. Apply to W. L. BROWER, 179 William-st.

HUDSON RIVER, between Kingston and Catskill.—Delightful farm and country seat; 50 acres, good buildings, stock, crops, &c.; magnificent mountain and river views. RULAND & WHITING, 5 Beekman-st.

ONEIDA, N. Y.—FOR SALE—The BUILDINGS and GROUNDS lately belonging to the Oneida Seminary: principal building of brick, four stories, 105 feet front, substantial and excellent, boarding, dormitories. Grounds fine, well shaded, several acres; convenient to New-York Central and Midland Railroad stations; beautifully located. Inquire of S. HIGINBOTHAM, Oneida, N. Y.

SOMERVILLE, N. J.—Forty-acre farm pleasantly located; first-class buildings; good soil; will be sold cheap to a cash customer. RULAND & WHITING, 5 Beekman-st.

Real Estate To Exchange.

EXCHANGE for a FARM—Fine modern residence in complete order in Elizabeth; large garden, fruit and shade. J. O. HOYT, 171 Broadway.

Houses and Farms Wanted.

WANTED—On a three or five years lease, (by a family with no children,) a house between 5th and 4th aves, and 36th and 45th-sts. House must have a dining-room extension or a very deep parlor with dining-room in rear. Address C., P. O. Box 3286.

City Property To Let.

TO LET.—Finest location on 5th-av., between 57th and 58th sts., east side; can look into Park from front windows; possession given when wanted; rent low. Inquire of S. F. TATE, 119 Maiden Lane.

Brooklyn Property To Let.

A.—TO LET, very low, the desirable 3-story and basement brick dwelling No. 223 Carroll-st., near Carroll Park; to a desirable tenant the rent will be made very reasonable. Apply to J. E. CORNELL, 44 Court-st., Brooklyn.

$25 PER MONTH—TO LET—A 2-story frame cottage, 60 feet deep, 14 rooms; all modern conveniences; rented to a desirable party; 193 Lorimer-st., Brooklyn, E. D.; key at 197. ROGERS & BROWNELL, 480 Grand-st., E. D.

Country Property To Let.

CITY HOTEL IN PROVIDENCE, R. I., to let for one or more years. This Hotel is well known to the traveling public throughout the world, and from its situation and surroundings must continue to be the leading Hotel for many years.
Address JAMES R. HODGES, Providence R. I.

THE MONEY MARKET.

OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES AUGUST 3, 1877.

10 A. M.—SALES BEFORE THE CALL.

Western Union Tel	Wabash Receipts	Cent of N J
1,500...75	300...5¾	300...s3. 11
1,500...74½	100..b60. 5⅞	Northwestern
500...74¾	Y N C & Hud R	500...23
200...c. 74	100...93⅞	Northwest'n Pref
500...74½	400...94	500...53¼
500...74⅛	200...94⅛	50...53⅛
700...74	400...94¼	500...53⅛
300...74⅛	100...94⅛	600...53⅛
50...74⅛	800...94⅛	600...52⅞
1,200...74⅜	20...93⅞	100...s3. 52⅞
100...s3. 74⅜	300...94	400...53
300...74⅛	200...s3 93⅞	St. Paul
400...74	100...94	100...25⅛
100...73⅞	Mich Central	50...25⅛
100...c. 73⅞	100...44	200...25⅛
400...74	100...44⅛	200...25⅛
100...73⅞	500...44⅛	300...25⅛
100...c. 73¾	25...44	St Paul pref
200...73¾	100...44¼	400...61⅛
1,000...74⅛	Lake Shore	200...61⅛
100...s3. 74	2,000...51	300...61⅛
100...74⅛	100...50⅞	Rock Island
100...74A	100...50⅞	100...95¼
200...74⅛	100...51	300...95⅛
500...74⅛	500...51⅛	500...95
200...74⅛	500...51⅛	700...94⅞
30...74	200...51⅛	Del Lack & West'n
50...74¼	100...51⅛	100...42⅛
Del & Hudson	700...51⅛	400...42⅛
0...41	915...51	600...42⅞
Morris & Essex	500...51⅛	100...42⅛
300...69⅞	500...51⅛	20...42⅛
800...70	400...51⅛	100...s3. 42⅛

GOVERNMENT STOCK DEPARTMENT—10¼ O'CLOCK AND 11½ O'CLOCK A. M.

U S 5-20 Reg'd 1867	U S 4's 1907
25,000...109	15,000...105⅝
U S 5-20 Coupon, 1867	
7,500...12...109	

FIRST BOARD—10½ O'CLOCK A. M.

States of State Bonds—Railroad Bonds—Bank and Railroad Shares—Express Stocks, &c.

Western Union	Morris & Essex	Union Pacific
500...bc. 74⅛	100...bc 69⅞	100...bc.. 63½
100...s3. 74	N Y C & Hudson	50...s3. 63
900...74⅛	200...bc. 93⅞	10...63⅛
300...74	200...93⅞	Chic, Mil & St. P't R
200...73⅞	400...93⅞	700...bc. 25⅛
500...73¾	100...93⅞	300...25⅛
15...73⅞	100...93⅞	100...25⅛
200...74⅛	500...93⅞	Chi, Mil & St. Paul Preferred
300...73⅞	100...c. 93⅞	1,500...bc.. 61⅛
272...73⅞	200...s3. 93	400...61⅛
300...c. 73⅞	100...s3. 93⅞	200...61⅛
300...73⅞	200...93⅞	200...61⅛
800...73⅞	700...93⅞	100...61⅛
600...73⅞	200...93⅞	Del, Lack and W'n
900...73⅞	100...93⅞	1,000...bc.. 42⅛
400...73¾	100...93⅞	1,000...42⅞
200...s3. 73⅞	Cent of N J	300...42⅞
600...73	100...bc.. 11	300...42⅞
100...72⅞	Erie Railway	100...s3. 42⅛
700...72⅞	100...bc.. 8⅞	600...42⅞
200...72⅞	100...s3.. 9	Chic B & Quincy
500...73	500...9⅛	100...bc.. 98⅛
100...73⅛	200...s3 9	Han & St. Jo
300...s3 73	Mich Central	200...bc.. 11
300...73¼	400...bc.. 51¼	Ohio & Miss
300...73⅛	300...51⅛	100...bcd.. 3⅛
100...73⅛	Lake Shore and M So	C, C & I C
100...73⅛	400...bc.. 51¼	10...bc.. 2⅛
1,000...73⅛	300...51⅛	Missouri 6s, L B
800...73⅛	35...51	12,000...106¼
Ontario S Min Co	4,900...s3. 51	Dist of Col 3-65s
200...21½	400...51⅛	12,000...77¼
100...21⅛	500...s4. 51	D. of C 3-65s reg.
D & H Canal Co	500...50⅞	1,000...77
100...bc. 41	100...c. 50⅞	Georgia 7s Gold B
27...40⅞	900...50⅞	1,000...109
100...42	4...50⅞	Chi, R I & Pac 6's 1917
100...41⅛	100...s4. 51	2,000...104
100...41⅛	100...50⅞	N J Central Conv
200...41⅛	Chic & N W	2,000...63
20...41	100...bc.. 22¾	Chic & N W Con Gold Coup B
10...41⅛	Chic & N W Pfd	5,000...87⅛
100...41⅛	200...bc. 53⅛	Harlem 1st, 7s, C
Adams Express	750...50	1,000...119⅛
10...97	400...52⅞	Union Pacific 1st
Metropolitan Bank	500...52⅞	1,000...105¼
10...130	400...52⅞	1,000...105⅛
Cent Pacific G B	100...52⅞	2,000...105⅛
2,000...bc..107	Chic & R I R R	
St L & Iron M 1st	100...bc.. 94⅛	
10,000...96	Union Pac 7s, L G	
5,000...95½	5,000...103	

12½ O'CLOCK—SALES BEFORE THE CALL.

U S Coupon 5s '81	Del & Hudson	N Y C & Hudson
15,000...110	26...41¼	100...93¼
Dis of Col 3.65s	100...41⅛	Mich Central
10,000...77¼	20...41⅛	200...44
Union Pacific 1st	Western Union	Lake Shore
2,000...105¼	20...73⅞	600...51
Union Pacific S'g F	200...73⅛	300...b3. 50⅞
3,000...97⅛	100...73⅛	North Western Pf
Del and H R, '94	400...73⅛	100...53⅛
10,000...93⅞	10...72⅞	1,400...53⅛
Lehigh & W B Con	100...73⅛	100...s4. 52⅞
3,000...26	1,500...73	St. Paul
H & St. Jo 8 con	100...73⅛	100...25⅛
1,000...90	1,000...73⅛	Del Lack & W'n R
Rock Island	Adams Express	500...42⅛
20...94⅛	5...97½	St L K C & N
342...s3. 94½		100...3½

SECOND BOARD—1 O'CLOCK P. M.

Gt Western 1st M SS X Coupon	H & St Jo Pref	Union Pacific
1,000...89½	500...bc s3. 27	100...bc. 63¼
Lake Shore C 1st	200...26⅞	400...63
4,000...106½	500...26⅞	C C C and In P's
Pacific R of M 2d	100...26⅞	20...bc.. 25
5,000...90	100...26⅞	Del, Lack, West'n
Cen Pac S Fund	200...26⅞	600...bc.. 43
1,000...bc.. 97⅛	500...26⅞	100...c. 43⅛
Erie Railway	400...26⅞	300...43
200...bc.s. 9⅛	Chic Mil & St P R	800...43⅛
Delaware and Hudson Canal	100...bc.. 25⅛	100...c. 43⅛
10...bc.. 41⅛	Chic M & St P Pref	100...43⅛
9...42	100...bc.. 61⅛	300...43
100...42⅛	100...61⅛	500...43⅛
100...42⅛	Morris & Essex	600...43⅛
300...42⅛	200...bc. 70	800...43
100...42⅛	200...70⅛	100...c. 43
200...42⅛	200...70	100...42⅞
100...42⅛	100...69⅞	200...42⅞
300...42⅛	300...70	N J Cent 1st new
100...42⅛	Tenn 6s, Old	100...bc.. 10⅞
N Y C & H R R	3,000...44	15...10⅞
500...bc.. 93⅛	Ohio 6s, 1886	Chic & N West'n R
200...s3. 93⅛	5,000...b3.111	100...bc.. 25
400...93⅛	Missouri 6s, Lg B	100...22⅞
200...s3. 93	1,000...106¼	Chic & N W'n Pref
Atlantic & Pac Tel	N J Cent Convert	400...bc.. 53
300...bc s3. 8	1,000...64⅛	Chic & Rock Is
100...c. 18	Mil and St Paul, C and M Div	7...bc.. 95
300...s3.. 17	9,000...99⅛	400...94⅞
Western Union	21,000...99	Pitts Ft W & C G
500...bc.. 73⅛	Chi and N W Con C Gold Bonds	25...88
20...73⅛	2,000...87⅛	H and St Jo
200...73⅛	20,000...88	100...bc.. 10⅛
200...73⅛	Erie 4th Mort	200...10⅛
100...c. 73⅛	3,000...103⅛	400...10
100...73⅛	Alb and Sus 2d	100...9⅞
Lake Shore & M So	2,000...96	100...10
400...bc.. 51	N Y Cen 6s, '83	100...10⅛
600...51⅛	1,000...105⅛	200...10⅛
200...51	St Louis & Iron M 1st	300...10⅛
300...51	2,000...95⅛	200...10⅛
100...c. 51		700...s3. 10
100...b3. 51⅛		700...9⅞
500...50⅞		C, C & I C 1st
50...50⅞		1,000...26
1,100...50⅞		

SALES FROM 2 O'CLOCK TO CLOSE OF BUSINESS, 3 O'CLOCK P. M.

St Louis & Iron Mountain 1st	St Paul	N Y C & Hudson
10,000...95¼	200...25⅛	100...93⅛
N J Central Conv	200...b3.. 25	200...93⅛
14,000...64⅛	St Paul Pref'd	Erie Railway
Del & Hudson	500...61⅛	100...9⅛
300...42	Wabash R Receipts	200...9
100...41⅞	268...5⅛	200...9⅛
Harlem	Del Lack & We'n	Mich Cent
25...139	200...42⅞	100...43⅞
West Un Tel	500...42⅞	300...43⅞
200...73⅛	100...42⅞	400...43⅞
900...73	Han & St. Jo	Lake Shore
1,000...73⅛	100...9⅞	600...50⅞
1,400...73⅛	200...9⅛	600...s3.. 50⅞
900...73⅛	500...9⅞	500...50⅞
300...73⅞	Han & St Jo Pf	1,500...50⅞
2,200...73⅞	700...26	700...s3. 50⅞
400...73⅞	100...25⅞	200...50⅞
400...73⅞	200...26½	Northwest'n Pref
100...73⅛	Morris & Essex	500...52½
100...b3. 73	100...69⅞	500...52⅛
1,800...73	Northwestern	100...52⅞
300...s3. 73	100...22⅞	1,000...52⅛
		200...s3.. 52

OFFICIAL REPORT NEW YORK MINING STOCK EXCHANGE SALES, AUGUST 3, 1877.

FIRST BOARD—11 O'CLOCK A. M.

Alpha	Caledonia	Moose
100...b10. 12	100...b10. 4⅛	100...4⅛
N Y & Colorado	100...4	100...4⅛
100...2	Eureka	200...b3. 4⅛
Bullion	100...35¾	100...b30. 4⅛
150...b30. 8	Gould & Curry	200...4⅛
100...b10. 7½	100...b10. 9¼	200...b30. 4⅛
100...7¾	100...8⅞	200...4⅛
Bobtail	Lacrosse	300...4⅛
200...bc. 1½	100...36	200...s30. 4⅛
400...b30 1½	300...36	100...s30. 4⅛
Cleveland	500...b30 37	100...s10. 4⅛
100...7	Ontario	25...4⅛
100...7	200...21⅛	American Flag
100...7	100...21⅛	500...10
100...7		1,000...b60. 11

SECOND BOARD—1:30 P. M.

Bobtail	Lacrosse	Moose
100...1½	500...bcc. 36	100...4⅛
200...b3. 1⅛	500 acb15. 37	100...4⅛
300...ac. 1⅛	500...b10. 37	100...4⅛
100 acs15. 1⅛	500...b30. 38	100...4⅛
American Flag	500...37	6...4⅛
1,000...s3. 10	400...b3. 37	25...ac. 4⅛
1,500...b60. 11	500..acb15 37	N Y & Colorado
Smith & Parmlee		100...s3. 2
500...b c c. 12		

FRIDAY, Aug. 3—P. M.

The statement of the Controller of the Currency, published in to-day's TRIBUNE, should set at rest all doubts about the existence of a redundancy of currency. Since January 14, 1875, the National Banks have voluntarily deposited with the Treasury $70,204,880 in legal-tenders with which to retire and cancel an equal amount of their circulation. Of this sum $59,593,529 National Bank notes have actually been paid and cancelled, leaving with the Treasury for the same purpose a total of deposits, including deposits prior to January 14, 1875, of $14,425,026 in legal-tenders. During the same period (since January 14, 1875) there has been issued new National Bank circulation to the extent of $28,632,225, against which there has been retired (80 per cent) $22,905,780 legal tenders. So the actual contraction since January 14, 1875, of so-called money in circulation may be calculated as follows: Reduction of National Bank notes, $36,624,612; legal tenders cancelled, $22,905,780; legal tenders deposited to retire bank-note circulation, $10,611,351; total contraction of currency, $70,141,743. Yet at all the great money centres money is a drug and commands only a low rate of interest. These figures present a hard nut for the advocates of soft-money to crack. They also teach the lesson, that it is idle to look for prosperity so long as a piece of paper, by legislative enactment, has the same attributes as a gold dollar. To resume specie payment with a single greenback outstanding, bearing the title of "legal tender," would simply be