New-York Daily Tribune.

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THE COLLEGE REGATTA.

YALE AGAIN VICTORIOUS OVER HARVARD.

Unprecedented Time of the Winner—Three Miles in 17 min. 42 1-2 sec.

Accounts of Previous Races from Our Special Correspondent.

Full Description of the Crews and Boats Before the Race.

From Our Special Correspondent.

WORCESTER, July 28, 1865.

When the young Greeks of old were at the college of which Plato was "Prex" and some hard-headed and hard fisted old Greek was Proctor, after term time they had their games, Olympic, Pythian, Nemean and Isthmian. They had their gymnasium, too, and, in order to contend at these games, were obliged to undergo *ten months'* training therein. Think of that, *oh*, men of Harvard and of Yale! (The Greek boys had the advantage of our day in one thing:—no unhappy and uneasy Scotchman had invented *Oatmeal*. Maledictions upon him!) At these games the gay young men indulged in wrestling, boxing, leaping, running, horse and chariot races. No doubt they had a good time. No doubt they grew Platonically merry and imbibed ambrosia and other classic beverages. Greek maidens doubtless threw celestial Greek fire into their ranks as they smiled on them in the midst of their sports; and the winners of the olive, laurel, parsley, and pine leaf crowns, were certainly proud of their prizes. They received ovations from their friends, processions, flourishes of trumpets, grand hullaballo, band playing "See the Conquering,"—no, that hadn't been composed—but the "Greek Chorus," and that sort of thing. Little Greeks danced for joy, and thought of the time when they, too, should walk the groves of Academus and spout Greek in learned dissertations and disquisitions. They, the little Greeks, had no fears of being Freshmen, for "hazing" had not then been invented, and of course they did not dream of the glory of being "Sophs," when they could take their revenge upon the "Freshy's" of their second year. Now this boxing and wrestling, and horse and chariot racing, may have been all very well in their day, but they had no boat racing. Besides, the horse and chariot races must have been quiet humbugs, for whoever read any report of the races, the distance, time, names of the horses or the chariots, or both; and who ever heard what the "odds" were when Alcibiades ran his tilt against the Lacedæmonian General and lost?

It is also on record that at the Olympic games, poetry and song received due attention. Even so in these later days, song hath its hour, or, speaking more in accordance with truth, its two hours. The present "Students' Carnival" was conspicuously inaugurated last evening by a concert at Mechanics Hall, given by the "Howard Glee Club." The character of the music may be gleaned by the following:

PROGRAMME.

PART I.

1. Praise of the Soldier.....Beethoven
2. Ballad—Marion Lee.....Thomas
3. Banish, oh! Maiden.....Lessing
4. The Image of the Rose.....Richardt
5. Waltz.....Vogel
6. The Miller's Daughter.....Hartel

PART II.

7. Serenade.....Marschner
8. Beware!.....Gorschner
9. The Voyage.....Mendelssohn
10. Ich Weiss.....Kreiner
11. Prayer Before Battle.....Weber
12. College Songs.....

This, sung to a fashionable audience, of which the larger portion were ladies, handsome and gaily dressed, sung, too, in Harvard's best style, afforded much satisfaction. Several of the pieces were encored, and the lighter, gayer songs of the students were heartily applauded and—laughed at as they should have been.

I do not remember whether our old friend Homer mentions ball playing or base ball, though some of those wretched Greek words may mean something like it. At any rate, the Harvard men have introduced base ball here, challenging the "Charter Oak Club" of Hartford to play them a match of nine innings. This took place this morning at ten o'clock on the Agricultural Fair Grounds.

The Harvard Nine are as follows:

1. F. Wright, pitcher; 2. B. Banker, 1st base; 3. George Flagg, catcher; 4. H. Gray, right field; 5. Thomas Nelson, 3d base; 6. M. Davis, left field; 7. Arthur Hunnewell, short stop; 8. D. P. Abercrombie, center field; 9. H. B. Parker, 2d base.

They have won five matches: Two against the Tri-mountain Club of Boston; one against the Granite Club of Holliston, Me.; one against the Lowell Club of Boston. This gave them the championship of New-England. And one against the Williams College Club. This gave them the championship of the colleges.

It has been incorrectly stated that the present match was for the silver ball and the championship. By the rules, the champion club must *receive* not give the challenge, and the match must be played on the Boston Common.

The "Charter Oak" Nine are as follows:

1. G. B. Hubbell, (Capt.), catcher; 2. J. E. Blackman, pitcher; 3. E. Jewell, 1st base; 4. H. L. Bunce, 2d base; 5. F. L. Bunce, 3d base; 6. E. H. Lane, short stop; 7. D. Perry, right field; 8. W. H. Hills, center field; 9. J. B. Burbank, left field.

This Club have won five matches: two with Yale, one with Colliersville Club, one with Wesleyan University Club, Middletown; one with Mechanics Club, Hartford.

We now come to the Regatta, and here again we of to-day are ahead of the Grecians.

Fancy some of the historical youths gazing upon the six oared "shells" laying so lightly that they scarce seem to touch the waters of Lake Quinsigamond. (That name alone would terrify a Greek.) They would be very apt to entertain similar feelings to those of Mrs. Partington at the horse race, who asked, when the sulkies were driven up to the stand, "What on airth they goin to do with them air spider legged things?"

From the Greeks and their chariot races to American students and their boat races is a long flight, and let me rest for a moment on the English college races. Boating at Cambridge and Oxford Universities is one of the most popular "institutions" of those institutions, and learning to feather an oar and how to sit a boat and expend one's whole strength on his stroke are among the most important of the studies there pursued. Their races on the Cam are straight races, in which, from the narrowness of the river, the boats are assigned places in column, and the object is to "bump" the boat immediately ahead, in which case the boat bumping takes the position of the boat bumped in the next day's races. These races last for several days. *The* University Race, however, is between the picked crews of the two colleges, and is as important an event in the boating as the "Derby" is in the racing world. The two eight-oared boats start side by side, rowing as near as may be at "top-tide," making a straight race of about four and a quarter miles. The last race between Cambridge and Oxford was won by the latter. Since 1829 each university has won about an equal number. In the last race there was but eight pounds difference in the weight of the two crews. They always carry a coxswain, as much depends upon steering, and in some of their races the success has been solely attributed to the skill of the holder of the tiller-ropes. The training of the English crew is more carefully attended to than in America. So strict are the requirements, that none of the crew is allowed to go away from the rest alone.

The first College Race in America was rowed on Lake Winnipissiogee, N. H., August 4, 1852. Prizes, 1st, pair of black walnut oars and silver plate; 2d, silver mounted boat-hook.

SUMMARY.

Oneida, 8 oars, Harvard, 2 miles.....Time not given—1
Shawmut, 8 oars, Yale, 2 miles.....Time not given—2
Undine, 8 oars, Yale, 2 miles.....Time not given—3

The races were then omitted till July 21, 1855, when the second Regatta took place at Springfield. Prize—Set of Colors.

SUMMARY.

Iris, 6 oars, Harvard..S. P. Barkman, &c., 3m.....21:58—1
Y. Y., 4 oars, Harvard..L. Erving, &c., 3 miles.....22:45—2
Neroid, 6 oars, Yale 3 miles.....24:45—3
Nautilus, 6 oars, Yale... 3 miles.....25:46—4

Allowance of 11 seconds per oar.

Another hiatus occurred until 1859, when the College Union Regatta took place at Worcester on the 26th of July, for the Championship and a set of colors. Distance, 2 miles.

SUMMARY.

Harvard, shell, 6 oars.....19.18—1
Yale, shell, 6 oars.....20.18—2
Avon, lapstreak, 6 oars, Harvard.....20.13—1
Atalanta, lapstreak, 6 oars, Brown, Un.....24.46—2

In 1860, July 24, there were three races at the College Union Regatta at Worcester. Prizes, sets of colors. Distance, 3 miles.

SUMMARY.

Thetis, 6 oars, lap., Harvard Fresh.....19.41½—1
Glymer, 6 oars, lap., Yale Fresh.....20.26—1
Sophomore, 6 oars, lap., Harvard Soph.....20.17—1
Thulia, 6 oars, lap., Yale Soph.....Withdrawn
Harvard, 6 oars, shell, University cr.....18.53—1
Yale, 6 oars, shell, University cr.....19.05½—2
Brunonia, 6 oars, shell, Brown University cr.....21.15—3

The war put an end to the University races till July 29, 1864, when the Fifth Union Regatta occurred at Worcester, when two races took place. Prizes—1st, National flag of silk. 2d. Blue silk flag, in each race. Distance, 3 miles.

SUMMARY:

Harvard Sophs., 6 oars, shell, F. Crowninshield, &c.....19:04—1
Yale Sophs., 6 oars, shell, C. Roosevelt, &c.....20:15—2
Yale, 6 shell, University Crew, W. R. Bacon.....19:01—1
Harvard, 6 shell, University Crew, H. G. Curtis.....19:43½—2

In addition to the above races, the different boats of Harvard have pulled in twenty-one races, winning fifteen and losing six.

The Yale crews have pulled three other races, winning one and losing two.

The race of to-day has excited marked interest, Harvard having been beaten last year, and being determined to do its best to recover its laurels. Before going to the lake let us take a look at the boats and their crews.

The Harvard men came to Worcester on the 15th inst., and found accommodations at the Water-Cure Establishment of Dr. Tabor, pleasantly and quietly located about two miles from the lake. They have taken their walks, runs and pulls, and eaten their oatmeal gruel and their beefsteaks with commendable regularity, and, with the exception of one of the crew (Fenno), who has been threatened with typhoid fever, are in excellent condition.

Their boat is a new one, built by Lawler of Chelsea. She is 46 feet long, 25 inches wide, very flat, and the flatness carried well forward and aft. If anything, she is too flat. The material is pine, bolted and riveted with copper so as to insure strength and safety as well as lightness. Her weight with outriggers is 185 pounds. She is steered by traveling from the bow. The boat does not excite especial admiration among boating men, though I understand the crew are very well satisfied with it. Her qualities will be tested to-day. The following are the names and weight of the

HARVARD CREW.

1. Fred. Crowninshield, stroke.....128 lb.
2. Edward T. Wilkinson.....136 lb.
3. William Blake.....142 lb.
4. Edward N. Fenno.....145 lb.
5. Edward H. Clark.....134 lb.
6. Charles H. McBurney, bow.....131 lb.

Total.....826 lb.

Average weight, 137¾ lb.

Uniform—Crimson handkerchiefs, white shirts and blue pants.

The crew pull 36 to 39 strokes per minute. This crew is the Sophomore crew of last year with the exception of No. 4, which place was filled last year by G. A. B. Abbott.

The following are the names and weights of the

YALE CREW.

1. Wm. W. Scranton, bow.....148 lb.
2. E. Coffin.....147 lb.
3. Isaac Pierson.....150 lb.
4. Louis Stoekopf.....165 lb.
5. E. B. Bennett.....160 lb.
6. W. R. Bacon, stroke.....150 lb.

Total.....920 lb.

Uniform—White tights and flesh-colored shirts.

This crew is the same as that of last year, except No. 3, which place was filled by Maurice Seymour.

The Yale crew came here with their trainer, Mr. William Wood of New-York, two days ago, and took quarters at Mrs. Watson's and Mrs. Balcom's, nearer the lake than the Harvard men. They are as fine a looking crew as one wishes to see. Mr. Wood has taken especial pains with them, having an eye to two of the greatest requisites—endurance and strength. To this end they have taken more exercise with clubs and dumb-bells, and also walking and running. Regularity has been a great feature in their training. Diet—oatmeal porridge, beef steak, mutton, fresh eggs, dry bread and tea. They certainly look in a condition to row for a man's life, and reflect great credit upon their trainer.

Their boat is a new one built by McKay expressly for this race. Length, 48 feet, 8 inches. Width, 22½ inches. Depth, 11 inches. Weight, 176 lbs. Material, Spanish cedar. Lines finely drawn, and in every respect an excellent boat. The stroke of the Yale crew is 42 to the minute. The crew seem more confident of victory than the Harvard men, and their friends offer 25 to 15 as odds. Their trainer says it will be a hard race, but thinks his men must win on general principles.

W. R. K.

To the Associated Press.

WORCESTER, Mass., Friday, July 28, 1865.

The great race between the Yale and Harvard College Boat Clubs for the championship came off to-day, and resulted in the victory of the former. The time was: Yale, 17 minutes 42½ seconds; Harvard, 18 minutes 10 seconds. The distance rowed was three miles.

It has been a splendid day for the annual college sport, though a little warm. The city is overflowing with strangers and students, and the Alumni of Harvard and Yale Colleges are here in great strength, wearing the blue and crimson ribbons of their respective colleges.

The base ball match between the Harvard College nine and the Charter Oak nine of Hartford drew a great crowd of ball-players from various parts of New-England. The game was played on the Agricultural Grounds, and resulted in a victory for the Harvard College nine, they making 35 innings to 13 of the Charter Oaks.

The College Regatta in the afternoon was preceded by a contest for a stand of colors between two Worcester clubs, the Quinsigamond and the Union, with four-oared skulls. The colors were won by the former in 21 minutes and 8 seconds.

For the College race only the University boats of Yale and Harvard Colleges were entered. That from Yale was rowed by the victorious crew of last year, now graduating; the Harvard boat was rowed by the Sophomore crew of last year, the former having the advantage of a heavier and older crew.

Yale was again victorious. The time was: Yale, 18:42½; Harvard, 19:09. The scene at Lake Quinsigamond was brilliant in the extreme. Never before has there been a larger attendance at a regatta. For a mile the beautifully wooded banks of the lake were dotted with people. The stimulating shouts of the friends of either boat were loud and frequent. The most admirable order was maintained.

The race to-morrow forenoon is for a prize offered by the citizens of Worcester. Both college boats are to row, and also several four-oared boats, and wherries. Among the prominent oarsmen are Josh Ward and Radford. Concerts by the Harvard Glee Club, a promenade and dance under the auspices of the Regatta Committee, and various hospitable entertainments by the enterprising people of Worcester, make the regatta week pass off very pleasantly.

Our Home-Returning Heroes.

SIXTH CONNECTICUT.

The 6th Connecticut Infantry, under command of Lieut.-Col. Daniel Klein, arrived on Friday morning at 6 o'clock in the steamers General Meigs and Eastern State. Without disembarking, after a delay of three hours, they left for New-Haven.

This regiment was first assigned to duty in the Department of the South, and was engaged in the battles of James Island, Pocotaligo, the assault of batteries on Morris Island and the second assault on Fort Wagner. In April, 1864, it was transferred to the Army of the Potomac, (Tenth Army Corps,) and took part in the fighting around Bermuda Hundred and Deep Bottom until in August it was assigned to duty in the trenches before Petersburg. It was also engaged in the assault of Fort Fisher and the capture of Wilmington. The following is the roster of commissioned officers:

FIELD AND STAFF.—Lieutenant-Colonel, Daniel Klein; Major, Hiram L. Grant; Surgeon, Myron W. Robinson; Chaplain, Charles C. Tiffany; Adjutant, Benjamin B. Penfield; Quartermaster, William H. H. Wooster; Assistant-Surgeon, Henry A. Hoyt.

LINE OFFICERS.—Captains, Eugene Atwater, Frederick Striny, jr., John P. Connell, Joseph Miller, Charles J. Buckbee, John B. Gilbert, Alfred B. Beers; First Lieutenants, Daniel J. Wear, Andrew Marshal, Sidney S. Hicks, James A. Wilson, James Whiteley, Patrick Dillon, John A. Betts, Walter Anderton; Second Lieutenants, John King, George A. Gesner, De Forest W. Ferris.

SEVENTH CONNECTICUT.

The 7th Connecticut Infantry, Col. Seager S. Atwell commanding, arrived last evening.

This regiment was formerly commanded by Major-Gen. Alfred H. Terry, who entered the service as its Colonel.

Having been stationed in the Department of the South during '63 and '64 it took an active part in the battles of James Island, Pocotaligo and the reduction of Fort Pulaski.

It also greatly distinguished itself in the assault of the batteries on Morris Island and the battle of Olustee, where it occupied the fore front.

The regiment was then transferred to the Army of the Potomac (Tenth Army Corps), and was engaged in the siege of Petersburg and the captures of Fort Fisher and Wilmington.

The following is the roster of commissioned officers: *Field and Staff*—Colonel, Seager S. Atwell; Major, Jerome Tourtelotte; Surgeon, George C. Jarvis; Assistant-Surgeon, Samuel B. Shepherd; Adjutant, Albert W. Holden; Quartermaster, William H. Augur.

Line Officers—Captains—Valentine B. Chamberlain, John Thompson, Henry B. Gill, William S. Marble, Ira E. Smith, Willard Austin, William H. Fierpont, William E. Phillips, Elmer C. Jordon, Lucas Sutliffe. First Lieutenants—William H. Johnson, William W. Newman, Wilber F. Goodyear, Leonidas Hitchcock, Benjamin J. Hill, William H. Hynes, Charles M. Shaller. Second Lieutenants—Nicholas Van Deusen, Albert W. Burgess, Maurice D. Parmelee.

FORTY-SIXTH NEW-YORK.

The 46th New-York Volunteers, numbering about 300 men, under the command of Lieut.-Col. Adolph Becker, arrived here last evening, and proceeded to the Centre-st. Armory.

This regiment has had an eventful career, having seen active duty in nearly every State ever embraced within the limits of the so called Confederate States. It has participated in the following engagements: Port Royal, Siege of Fort Pulaski, James Island, Bull Run Second, Chantilly, South Mountain, Antietam, Fredericksburgh Second, Vicksburg, Jackson, Blue Springs, Campbell Station, Siege of Knoxville (Fort Sanders), Strawberry Plain, Norman's Farm, Bethsaida Church, Coal Harbor, Fort Mahone, Ream's Station, Weldon Railroad, Poplar Spring Church, Petersburg, March 17, 19, 21, April 1, 2, 3, 1865, Appomattox Court-House.

The roster of commissioned officers is as follows:

Field and Staff—Lieut.-Colonel, Adolph Becker; Surgeon, John H. Portens; Chaplain, William Winters; Adjutant, John L. Hervel; Quartermaster (Acting), Capt. Earnest Gearhart.

Line Officers—Captains, Henry Grier, Otto Ladley, Edmund Scheuvreuffer, Charles Klein, James D. Beatty, Lewis Goble; First Lieutenants, Charles Otto, John Geerlich, Jacob Yost.

FIFTY-FIRST NEW-YORK.

The Fifty-first New York Veteran Volunteers, better known as the Shepherd Rifles, 430 men, under the command of Col. John G. Wright, arrived last evening and proceeded to the Armory in Centre-st., where they will remain until next Monday, when a grand reception will be given them. This regiment has a record to be proud of, and which cannot be equaled by any in the State, if it can indeed by any in the United States.

It has participated in the campaigns of North Carolina, under Gen. Burnside; of Virginia, under Gen. Pope; of Maryland, under Gen. McClellan; of Virginia again, under Gen. Burnside; of Kentucky, under Gen. Wilcox; of the Mississippi, under Gen. Grant, and of East Tennessee, under Gen. Burnside, and the last grand campaign in Virginia, under Grant. During the campaign of North Carolina they were engaged in the battles of Roanoke Island, where they lost 25 men, and of Newbern, where they lost 32 men and one-third their officers—in each of these engagements holding the post of honor on the left.

In the campaign of Virginia the regiment participated in the battles of Manassas Second, Chantilly, Kelly's Ford and eight minor engagements.

In the campaign in Maryland they crowned the hight at South Mountain; at Antietam they led the charge which stormed the "Stone Bridge," on the left. In the campaign of Virginia, under Gen. Burnside, they were engaged at Fredricksburg in the centre, under Sumner. In this bloody action they lost six color bearers, and their regimental flag was the last to leave the field.

In the campaign in Kentucky, under Gen. Wilcox, they mainly acted against guerrillas and in protecting army communications, but they lost severely by sickness.

In the campaign against Vicksburg, under Gen. Grant, they were of Gen. Sherman's army, which held Johnston in check, and were one of the three regiments first to enter and hold Jackson, Mississippi, an hour and a half in advance of the main body.

In the campaign of East Tennessee they covered the communications of the army, holding the advanced posts. In the campaign in Virginia, under Grant, they participated in the battles of the Wilderness, Spottsylvania, North Anna, Tolopotomy, Bethsaida Church, Coal Harbor, Petersburg, Weldon Railroad, Poplar Grove Church, and Appomattox Court House.

The following is the roster of commissioned officers: *Field and Staff*—Colonel, John G. Wright; Lieutenant-Colonel, Thomas B. Marsh; Major, George W. Whitman; Surgeon, S. W. Bliss; Adjutant, J. Morden; Quartermaster, William E. Meacoie.

Line Officers—Captains, James H. Carbery, Frederick B. McReady, William Caldwell, Samuel M. Cudery, Herman Gronenveyer, Charles W. Heyne, William M. Hatch, John Longdon, James Browne; First Lieutenants, Daniel Delaney, John E. Gibbs, Levi W. Reed, Aaron Smith, Palin H. Sime, William H. Weaver; Second-Lieutenants, Henry Follett, George Rush, Chauncey W. Washburn.

RETURN OF THE SHEPARD RIFLES.

This regiment is commanded by Col. John G. Wright. The Lieut.-Colonel is Thomas B. Marsh, and the Major —— Whitman, brother of Walt. Whitman, the unique writer of "Leaves of Grass." It was to leave Amboy at 8 o'clock last night, and is doubtless in this city this morning. The regiment is named after Col. Elliott F. Shepard, formerly of Gov. Morgan's staff, who has been active in its behalf. Over 2,000 men have been members of it since it was first recruited in 1861, and it numbers about 800 on its return. Its record is splendid, it having participated in 36 battles and fights—one for every State in the Union. It has turned out two Major-Generals and one Brigadier-General, all of whom are from this city. The reception will take place on Monday. The escort will be commanded by Col. John B. Woodward of the 13th, National Guard, and will be formed of that regiment; Capt. John W. Murray's company of the 7th, and Capt. Alex. McLeod's Company of the 8th. The column will move from Grand st. and the Bowery at 3 o'clock Monday afternoon, march to the Park, up Broadway and past the Union League Club House in Seventeenth-st., where they will be reviewed by Gen. Burnside. They will then march to the armory of the 71st regiment and be banqueted. Major-Gen. Hooker, Senator Morgan and other distinguished persons will be at the dinner, which will be under the direction of Col. Vincent Colyer.

Arrival of the Clara Clarita at Halifax.

HALIFAX, Friday, July 28, 1865.

The steam yacht Clara Clarita, from New-York for Aspy Bay, with Engineer Everett's party on board, arrived here yesterday. The yacht has proved herself an excellent sea boat, and no better could have been procured in the United States for the peculiar service in which she is now temporarily engaged. The company are under great obligations to Mr. Jerome for kindly placing her at their disposal for this important expedition.

After perfecting some arrangements of the machinery on board, the yacht will sail for Aspy Bay, probably to-morrow (Saturday) morning.

FROM THE RIO GRANDE.

Position of the Two Armies.

UNFRIENDLY RELATIONS EXISTING.

AN IMPORTANT RUMOR.

United States Troops Offered to Juarez.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Friday, July 28, 1865.

The following letter, dated Clarksville, Texas, July 11, from a gentleman connected with our army there, was received here to-day. The important information it contains may be regarded as authentic, as it comes from the headquarters of Gen. Steele, and from a gentleman of known trustworthiness.

"Here we are, lying at the mouth of the Rio Grande, opposite Bagdad, Mexico. The Imperialists guard the opposite side of the river and our troops this. The pickets of the two armies are only 40 rods apart. A great deal of feeling exists between the two armies, who sometimes come to blows.

"On the 4th of July some of our officers crossed the river, and many rows occurred between them and the Imperialists.

"I heard this morning that Gen. Brown, the commandant at Brownsville, had an interview with Juarez and promised him the assistance of U. S. troops, and had already ordered across the river the 4th Indiana.

"Gen. Steele, the Department Commander, went up by dispatch boat to countermand the order if possible. But even if he succeeds matters cannot long remain as they are. I go across the river every day, but officers and soldiers are not permitted to land on the Mexican side."

IMPORTANT NAVAL ORDERS.

A Trial Between the Algonquin and Winooska to Take Place in this City—Rules and Regulations.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Friday, July 28, 1865.

The Navy Department to-day issued the following order:

NAVY DEPARTMENT, July 26, 1865.

SIR: As the questions to be determined, in order to close the contract for the machinery of the Algonquin can be better answered by a competitive trial of her machinery against that of the Winooska, whereby greater accuracy will be obtained without the cost of fitting out the steamers for an extended trial at sea, the Department has decided to make the trial test of machinery of the Algonquin, as provided for in the contract to determine the amount of power it can develop, and the cost of that power in fuel, relatively with the machinery of the Winooska, in the following manner: The vessels to be placed alongside of a pier, one on each side. The paddle-wheels to be made in each 22 feet in diameter to outer edge of paddles, each paddle to be nine feet long and fifteen inches breadth, and to have its lower edge at its deepest immersion 15 inches below the level of the water. It is believed this will enable all the steam the boilers can be made to generate to be worked off by the engines. Should it not, paddles can be left out of the wheels until that result is obtained. The same quality of coal is to be used in both vessels. It will be weighed on the wharf as it is used and carried on board, so that the dip of the paddles will not be changed during the trial. The smoke-pipes to have the same height above the level of the grates. All the coal used and all the refuse therefrom to be carefully weighed on the same scales; the indicators to be attached one to each end of the cylinder, and worked by reducing levers, are to be tested before being used; the temperature of the steam to be obtained by thermometers placed in the steam-pipes near the engines. A log will be kept for each vessel, in which will be noted, at the end of each hour, the number on the counter, the average number of revolutions per minute during that hour, the average steam pressure, vacuum in condenser, barometer, temperature of external air, of engine-room, of water, temperature of steam, of injection water, and of feed fire-room, of steam, of injection water, and of feed water. An indicator diagram will be taken at the end of each half-hour from both ends of the cylinder of both engines, the weight of coal thrown into the furnaces during the hour to be noted; the weight of refuse is to be ascertained at the end of each watch; the throttle-valves to be kept wide open.

A Board of Chief-Engineers of the Navy with a proper number of Assistant-Engineers will be directed to report to you for conducting the trial, taking the observations and making the report, as soon as you inform the Department that the vessels are ready for trial. The Engineers will be arranged in regular watches and will see the coal weighed, take the indicator diagrams, keep the logs, etc. When the vessels are ready for the trial the engines will be operated for about five hours to bring them to the condition of uniform action. The experiment will then commence, and for 96 consecutive hours will be conducted for economy of fuel in proportion to power, after which for the succeeding 96 consecutive hours, it will be conducted with the utmost power the two engines can be made to develop.

The machinery of the Algonquin will be operated by engineers appointed by the contractor, and according to his direction. The machinery of the Winooska will be operated according to the direction of the Chief of the Bureau of Steam Engineering. At the end of the experiment the Board of Chief Engineers will report, together with any observations they may deem of service to the Department or necessary for its information. The economy of the two systems of machinery, in pounds of coal indicated, horse-power, and the maximum power they could be made to develop, and its cost in pounds of coal per indicated horse power.

The Commandant of the New-York Navy-Yard will be directed to furnish you the vessels, men, and all the facilities you may require. The original logs and diagrams are to be forwarded to the Department with the report.

Very respectfully, GIDEON WELLES.

Rear-Admiral F. H. Gregory.

ORDER NO. 2.

NAVY DEPARTMENT, July 26, 1865.

To E. EVERETT, *esq., President of the Board of Experts, New-York.*

SIR: The Department has directed Rear-Admiral Gregory to institute the competitive test required by the contract for the machinery of the Algonquin between it and the machinery of the Winooska. He will make it at the wharf in the city of New-York, and the Department will be pleased to have as many members as may be convenient of the Board now conducting the comparative experiments on boilers to witness the trial and to make any report or suggestions concerning it they may deem proper. The Department has given a similar invitation to Mr. John Baird, and suggests you associate him with yourselves. The report or objections can be made jointly or singly, as the members of the Board may elect. The object is to determine which machinery, as placed in the vessel and operated by its designers, can be made to develop the greatest power and also to determine the relative egrative economy of the power with each machinery operated to the best advantage for that purpose. If you see any objections to the method of conducting the trial, a copy of which is herewith inclosed, the Department would be pleased to have them at once. Very respectfully, G. WELLES, Secretary of the Navy.

The following-named gentlemen compose the Board of Examination:

Board of Engineers—Chief Engineers, Robert Danby, Edward Fithian, Mortimer Kellogg. Board of Experts—A. E. Everett, Novelty Works, N. Y.; Commodore Wright, New-York Works; Mr. Bromley, Fulton Works; M. Coryell, Dry Dock; C. W. Copeland, Consulting Engineer, John Baird, Consulting Engineer, who was engineer on the Eutaw when she had her trial by order of the Naval Committee.

On their Travels.

DENVER CITY, Thursday, July 27, 1865.

Senators Doolittle, Foster and Ross, and Gen. McCook and party started eastward, via St. Louis, to-day.

FROM THE FAR WEST.

Indians Attack Platte Bridge Station.

THE FIGHT LASTS TWO DAYS.

Indian Loss Heavy, Ours Slight.

The Overland Telegraph Badly Damaged.

FORT LARAMIE, Thursday, July 27, 1865.

One thousand Cheyennes, Sioux, Arrapahoe, Blackfeet and a few Camanches attacked Platte Bridge Station, on the telegraph road, on Tuesday. The garrison numbered less than 250. The fight lasted two days and resulted in a heavy loss to the Indians. The loss on our side was Lieut. Collins and one enlisted man of the 11th Ohio Cavalry, killed, and 24 men wounded, 25 of whom belong to the 11th Ohio Cavalry and the 11th Kansas regiment. The Indians retreated to the west, tearing down telegraph poles and destroying the wire.

A note was picked up on the battle-field, written by a white prisoner recently captured on the South Platte, which says the Indians do not want peace, but are fighting for all time; that we had killed one of their chiefs in fight, and they are going to destroy the telegraph, and that they expect reënforcements.

The body of Lieut. Collins was horribly mutilated. His hands and feet were cut off, his throat was cut, his heart was torn out, he was scalped and had over 100 arrows in him.

There seems to be not the slightest disposition on the part of the Indians for peace, which can only be obtained by severely punishing them.

One of the Powder River columns is now moving to join the force from Platte Bridge, which is following the Indians.

It is stated that all the troops intended for the Indian expedition would have been in the field long ago had not the contractors failed to deliver the supplies according to the terms of their contracts.

EMERSON ETHERIDGE.

Letter from Gen. Thomas—The Case Stated—What Disloyal Orators May Expect—Tennessee Under Martial Law—When It Should be Resorted To—An Order by Gov. Brownlow.

NASHVILLE, Friday, July 28, 1865.

Gen. Thomas has addressed the following letter to the Hon. A. J. Fletcher, Secretary of State of Tennessee. It explains itself. It has not before been made public:

HDQRS. MILITARY DIVISION OF TENNESSEE, NASHVILLE, Tenn., July 15, 1865.

The Hon. A. J. FLETCHER, *Secretary State of Tennessee, Nashville.*

SIR: I have the honor to acknowledge the receipt of your communications of the 10th and 12th instant, inclosing telegraphic instructions from Gov. Brownlow. I am only awaiting a report from Col. Dubosy to determine what action to take in the case of Emerson Ethridge. If he has been guilty of uttering the language charged against him he is clearly amenable to the military authority, in the absence of the civil, and is liable to be tried before a military commission. Since my attention has been called to the speeches of other parties I have carefully read all reports of such speeches which have appeared in newspapers, and as yet have not seen any report which would justify the interference of the military authorities. If, however, in the judgment of the Governor, at any time a necessity arises for such interference in consequence of an inability or indisposition on the part of the civil authorities of the State to take action, and an expression of such a desire either on the part of the Governor or yourself in behalf of the Governor, stating the inability or indisposition of the civil authorities to act, will be sufficient, and will cause the parties complained of to be attended to according to the nature of the cases. The State of Tennessee is still under martial law, but the military authorities will not be resorted to unless civil authorities fail to act, either from inability or indisposition. Even in the event of a failure on the part of the civil authorities to do their duty, the military should refrain from interfering in all minor cases, because the military should, as far as possible, sustain the civil government, and never assume the functions except in cases in which the proposition is necessary to insure the public safety. In conclusion, the Governor may rest assured that he will be fully sustained in carrying out any policy of the General and State Governments as long as troops remain on duty in the State.

Very respectfully your obedient servant,

GEO. H. THOMAS, Major-Gen. U. S. A., Com.

The Hon. John Hugh Smith, in caucus meeting last evening, withdrew from the Congressional canvass, leaving Samuel J. Carter the only Union candidate against Judge Campbell. This will doubtless insure Carter's election.

Gov. Brownlow has ordered Gen. Thomas to send troops into the various counties to preserve order at the ballot-box.

ANOTHER TRAGEDY.

An Insane Man Shoots a Citizen of Syracuse Dead and Seriously Wounds a Soldier.

MILWAUKEE, Wis., Friday, July 28, 1865.

An exciting occurrence took place on board the steamer Annie Johnson, while on the way from La Crosse to St. Paul, yesterday afternoon. An insane man named Stocking approached a group of passengers on the deck and fired three shots, the first striking a passenger by the name of Roberts of Syracuse, killing him instantly. Another shot struck a soldier through the arm, injuring him severely but not fatally. Stocking was finally disarmed, secured and taken to St. Paul for examination.

The Crops.

IN ILLINOIS AND INDIANA.

CHICAGO, Friday, July 28, 1865.

Reports in regard to the effect of the recent rains in Indiana and Illinois, show that Winter wheat in Northern Indiana is badly damaged and has grown in shock in some parts of Illinois, particularly about McLean and the adjoining counties. Spring wheat has been injured considerably in the northern part of the State; but a week of good weather would insure heavy yield. In Wisconsin and Iowa the crops are not damaged to any extent. The barley crop is badly stained.

IN WISCONSIN.

MILWAUKEE, Friday, July 28, 1865.

The crops throughout this State are in excellent condition, and the weather has been remarkably fine for harvesting during the past three or four days. The wheat crop exceeds anything we have seen since 1859.

Prize Fighting—One Fight Postponed—Another Comes Off.

CINCINNATI, Friday, July 28, 1865.

The stakes in the contemplated prize fight between Clark and Keating, were drawn yesterday, according to the decision of the stakeholder, and returned to the respective backers of the "fighters."

A fight took place yesterday, near this city, between Newell of Pittsburgh, and Burns of Cincinnati, for $200 a side, resulting in the defeat of the latter in 14 rounds.

Naval Intelligence.

BELFAST, Me., Friday, July 27, 1865.

The U. S. steamer Tioga sailed to-day for Bangor. The monitor Dictator is expected here in a few days on her way from Boston to Halifax.

THE SOUTH-WEST

Arrival of the George Washington and Guiding Star.

SOUTHERN EMIGRATION TO BRAZIL

General Sheridan Gone to Texas.

IMPORTANT ORDERS.

REPORTED CAPTURE OF KIRBY SMITH.

The Freedmen in Mississippi.

OUR CAVALRY IN TEXAS.

DETAILS OF THE MARCH.

By the arrival of the George Washington we have, thanks to the obliging purser, files of the papers of that city to the date of the steamer's departure.

Our thanks are also due to Purser Field of the Guiding Star for customary favors.

The Picayune mentions the apparently wide-spread determination among the Southern people to emigrate to Brazil, and says those who propose emigrating are discontented families, who, now that the war is over, cannot be contented to live in the United States. "The country to which the proposed emigrants propose to go, is the upper valley of the Tocantius River, whose chief seaport is Para. It is a country similar to that watered by the Amazon. There is no doubt the Emperor of Brazil and the people of that country would like to have a new installment of vigorous, industrious colonists; but it is hardly probable any considerable number of our people, unless driven to extremities, will consent to exchange this beautiful and fertile land of ours for one so far away from the home of their childhood."

Jeff. Thompson had taken the amnesty oath before the Mayor, July 20.

The Police and Sanitary affairs of the city appeared to be in satisfactory order, and though the hottest weather prevailed, there have been no deaths from fever.

A Change in the Department—Gen. Canby Assumes Command—Mustering Out—The Fourth Corps—Personal.

From Our Special Correspondent.

NEW-ORLEANS, July 18, 1865.

The Military Division of the South-West has been discontinued, and a new Department under the name of the Military Division of the Gulf, has been inaugurated in compliance with a special order from Washington.

The following orders have been issued by Generals Sheridan and Canby:

HDQRS. MILITARY DIVISION OF THE GULF, NEW-ORLEANS, LA., July 17, 1865.

GENERAL ORDERS, No. 1.—The Military Division of the South-West, which was created for special purposes, is discontinued.

In compliance with General Orders, No. 118, dated War Department, Adjutant-General's Office, June 27, 1865, the undersigned hereby assumes command of the Military Division of the Gulf, consisting of

I. The Department of Mississippi, Major-Gen. E. W. Slocum, commanding, embracing the State of Mississippi, Headquarters at Vicksburg.

II. The Department of Florida, Major-Gen. J. G. Foster, commanding, embracing the State of Florida, Headquarters at Tallahassee.

III. The Department of Louisiana and Texas, Major-Gen. E. R. S. Canby, commanding, embracing the States of Louisiana and Texas, Headquarters at New-Orleans, La.

The Headquarters Military Division of the Gulf will be at New-Orleans, La. P. H. SHERIDAN, Major-General U. S. A.

DEPARTMENT OF LOUISIANA AND TEXAS—ORDER BY MAJOR-GEN. CANBY.

HDQRS. DEPT. OF LOUISIANA AND TEXAS, NEW-ORLEANS, LA., July 17, 1865.

GENERAL ORDERS, No. 1.—In obedience to General Orders No. 1, from the Headquarters of the Division of the Gulf, the undersigned assumed the command of the Department of Louisiana and Texas.

The designation of Districts and the permanent assignment of troops and commanders will be made hereafter. In the meantime, District and other commanders will immediately report by the speediest means of communication the number, character and location of the troops under their command; the condition of the country occupied by them; the depots from which, and the routes by which, they are supplied; the quantity and character of the supplies that can be procured in the country at less cost than they can be furnished from the general depots; the character and present condition of the railroad, telegraphic and other means of communication, and any other information