THE EVENING STAR DISASTER.

REPORT OF THE GOVERNMENT COMMITTEE OF INVESTIGATION.

BY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, FRIDAY, Nov. 9, 1866.

The following is the result of the inquiry as to the cause of the Evening Star disaster:

THE NAVY DEPARTMENT, Nov. 8, 1866.

SIR: By virtue of the instructions contained in your letter of the 5th ultimo, a report, embracing my operations under which, save that pertaining to the examination into the cause of the loss of the Evening Star, on the 3d ultimo, is already before you. I now have the honor to report the result of the examination referred to. It may be proper for me to state here that the object I had in view, when making the inquiry, was not so much to determine the degree of culpability which should attach to the owners of the Evening Star, should the examination prove the correctness of the common report and universal belief that the ship had been sent to sea in an unseaworthy condition, as to decide a question which more immediately concerns the officer to wit: whether or not the Inspectors in New-York had given a certificate of seaworthiness to a ship unsound in hull, engines or boilers, and had thus rendered themselves directly responsible for the loss of more than 200 lives. In order to satisfactorily determine this, it was obviously necessary to examine into the general history of the ship, as important point in which we did be to ascertain the way in which she was built. It appears from the testimony of J. A. Boyton, general Superintendent of the New-York Mail Steamship Company, to which the Evening Star belonged, and who held that office at the time the Evening Star was built, as well as from that of Isaac L. Waterbury, esq., her builder, that her keel was laid in 1862 and the ship launched in 1863, under contract with Messrs. Roosevelt, Joyce & Waterbury. She was built under the immediate supervision of Mr. Reynor, and the specifications called for a first-class ship in every particular. It should be known that Mr. Waterbury built, as a sub-contractor, the well known steamships Marion, Pacific, Baltic and Pioneer. He also constructed the other ships of the New-York Mail Steamship line, besides numerous large sailing ships, during his 20 years' experience as a shipbuilder; and it may be interesting to you to know in this connection that Mr. Waterbury stated under oath that the Evening Star was as strong a ship as any he ever built of her dimensions. The value of the hull of the Evening Star was about $100,000, and her dimensions were as follows: 275 feet keel, 30 feet 4 inches breadth of hull, 23 feet 3 inches in depth, and length over all, 288 feet. Her tonnage, by builder's measurement, was about 2,067 tons. She would draw lightly about 15 feet mean draft, about 17 feet 9 inches aft, and about 12 feet 6 inches forward. Her frame was composed of live oak, white oak and hackmatack, and was filled in solid at the floor for about 200 feet amidships as the turn of the bilge. The frames were from center to center 18 inches moulder, and above the floor heads were sided 9 inches, and were double. The floor timbers were sided from 12 to 15 inches, and molded at the center 15 inches, and molded at the main plank sheers 9 inches, with straight diminish. The stanchions of mill were of locust, extending downward to half the length of the top timbers. Her main keelsons were 32 by 16 inches and were made of white oak, scarfed together with 8 feet locked scarfs. The keel for of keelsons were fastened with 1½ inch copper bolts, extending through the floor timbers and keel, and clinched on the interkeelson. The upper course was fastened with 1½ inch iron bolts, square fastened, extending downward into the keel and stopping short 2 inches of the bottom. The dimensions of her keel were 15 by 16 inches, and it was of white oak. The side keelsons were of white oak, also 15 by 16 inches, extending the whole length of the ship. The bilge strakes were six in number on each side, 9 by 12 inches square, fastened by 1½ inch iron bolts and edge bolted every two feet. Her ceiling from thence to the lower deck, including the clamps, was seven inches in thickness, and was square, fastened with one and seven-eighth inch iron. Her lower deck beams were of yellow pine, placed six feet from center to center, excepting in the waist of the vessel, nine, and were sided 14 inches and molded 16 inches, and secured with nine inches at the ends and fifteen inches in the center, secured at the ends and to the side of the ship by lodging and hanging knees sided seven inches, hanging knees under every beam, sided nine and ten inches. The molding size of lodging and hanging knees was seventeen inches, hanging knees molded through the throat twenty inches, and fastened with sixteen one inch iron bolts, driven from the outside of the ship's frame and clinched on the knee. The lower deck waterways were in three strakes, longer tier of white pine fourteen inches square. The beam tier was of oak, twelve by nine inches, and jogged over the beams one inch. The top tier of waterways was of oak, nine by fourteen inches square, fastened by two bolts driven from the inner and two from the outer side of the ship, the bolts varying from one to seven-eighth inches in diameter, and edge bolted with one inch iron at about every four feet. The upper deck clamps were six inches in thickness by 12 inches in width. Three strakes in all, and secured with six feet scarfs. The ceiling between the clamps and waterway was of the same thickness as the clamps. The upper deck beams were of yellow pine, sided 12 and 13 inches, molded at the ends seven inches, and in the center 13 inches. The lodging and bosom knees were sided six inches and molded 16 inches. The hanging knees were sided eight and nine inches and bolted with seven-eighth and one inch iron bolts. The upper deck waterway was 13 inches wide by 14 inches high, and made of white pine, jogged over the beams. The planking outside, was of white oak, five inches thick at the wales, the same being 14 in number and each seven inches wide. The sheerboard strake was 7 inches thick by 15 inches wide, bolted edgeways through the keel and upward through the four timbers. The average thickness of the outside planking between the wales and the garboard strake was about 4½ inches. The vessel was diagonally strapped with iron, 4 by 1 inches, 4½ feet apart, and at an angle of about 45 degrees, secured at the heads by a longitudinal strap of iron, 5 by 1 inches, extending around the ship and terminating on each side at the stem, let in flush with the outer part of the frame, driven through the clamps and clinched. The diagonal straps were all bolted through the beams and clinched on the ceiling, one course being let in the frame and the other in the planking.

From this it will be seen that the ship was thoroughly well built, and that no much of current report to the contrary is manifestly erroneous. The engines were of the kind known as beam engines, with 84inch cylinder, 14feet stroke, and well proportioned. The engines were built in 1854 by Cunningham & Delamater, for the New-York and Erie Railroad, and intended for lake navigation. Although somewhat old, the evidence of Kenetus W. Smith, ex-Superintendent Engineer of the Company, and that of other engineers of eminence, proves that they were of sufficient capacity and power for the ship, and, as the sequel will show, if neither the engines nor boilers was any object discovered nor damage observed until the breaking of the steam pipe, about two and a half hours before the sinking of the ship, the boilers, which were of the tubular return form, remaining uninjured until the end. The ship was square rigged forward, fore and aft rigged on her mainmast. All her spars, sails and rigging were in excellent condition. She was not provided, however, with any spare spars or sails. The ship's company was composed of captain, five one second officers, boatswain and ten seamen. The engine department was composed of one chief engineer, two assistants, three watch-tenders, six firemen and eight coal-passers. She was provided with all the life-boats required by law, six in number, twenty one wooden twenty-foot boat additional. It occurred to me that she may have been injured at some time by getting ashore, or by straining in a heavy seaway when heaved deeply, and that, not being properly repaired, the disaster might have been in a measure attributable to weakness in her hull. On making inquiry, I found that she had, in May last, got on Pacific Reef, Florida. The former captain of the ship was then subpoenaed to give evidence on this point. The facts elicited by an examination of this gentleman, and the chief engineer and purser, show that she went on the reef on the 21st of May, 1866, when outward bound; that she remained on it over fifty hours; that the weather at the time was moderate, with a slight south-easterly swell; that she had very easy white on the reef, being light; that she continued her voyage to New-Orleans without further accident, and experienced no difficulty by reason of her going ashore on the reef; that she made another trip after that accident, in which she encountered a heavy gale of wind, from the west, off in the Gulf of Mexico, and behaved well in it; that she made no more water after going on the reef than before, which was evidence that she had not been seriously damaged while ashore. It was, however, thought best to give her an overhauling, and she was put upon the ways on the 12th of July, when it was discovered that her garboard was very slightly scratched, and her keel split in places extending from about midships to 30 feet aft, but it was not started in any way from the seams. The portion of her keel was removed and a new piece put on and secured by six feet scarfs, and fastened into the inner keelson through with 300 pounds of copper bolts one and one-eighth inch in diameter. She was then thoroughly caulked and payed with pitch and composition. Before leaving the ways she was examined to ascertain whether there was any evidence of damage by the opening of the nuts in waterways, plank sheer or clamps. She was also completely overhauled by the local Inspectors in New-York, and it was found that she was in as good condition as ever. After this she was put under command of Capt. Knapp, a gentleman of acknowledged ability and much experience afloat, under whose care she made several voyages up to the time of the disaster, her last being out of October. It appears that after she got off the reef in May, and left the ways in August, she encountered some severe weather, in which, according to the evidence, the vessel behaved admirably and was commended to be as good as when first launched, in every respect. Indeed, the evidence seems to be conclusive on this point, and the testimony proves that up to the time of her sailing for the last time from New-York, she was a good, serviceable seaworthy vessel. She sailed on her last voyage on the 28th of September last, with a general cargo, and drawing sixteen feet of water mean draft, and from the time the vessel left Sandy Hook until Tuesday, the 2d of Oct., at 2 o'clock p. m., about thirty hours after passing Cape Hatteras, nothing of any importance occurred, the weather being fine, with easterly winds and smooth water, the ship's course being S. SW., with all sail set and making eight knots. At about 3 p. m. on that day the wind began to freshen from the east, the barometer falling from twenty-nine thirty to twenty-eight eight-tenths, and at five p. m. it blew a whole gale. Meanwhile, in the second officer's watch, all the canvas had been taken off her and the ship hauled head to sea, bending S. SE. the vessel laboring heavily, but shipping no water save on one occasion, when she shipped a sea over her port gangway, which did no damage however. Up to 7:30 p. m. the ship made, to borrow the language of the second officer, "splendid weather," and averaging from four to five knots. The wind was blowing about E. by N., and continuing the easing and hauling gradually around toward E. N. E., and still later, or rather early next a. m., until the ship went down, it was gradually backing round to the northward. So long as she was kept up she headed about south east, head to sea. It appears that about 10 p. m. on the 2d she was struck by a very heavy sea on her port quarter, knocking one of the seamen over the quarter, breaking his arm, and causing the rudder chain to slip out of the groove. The ship immediately fell off into the trough of the sea and commenced shipping very heavy water over midships. Much time seems to have been consumed in securing the rudder, which, after an hour had elapsed, was finally secured to windward, the helm hard down. This, however, failed to bring her up by reason of the heavy sea which was then running. The engines meanwhile were in good condition, and making three or four revolutions per minute. No attempt was made to get the ship's head to wind at this or any subsequent time, either by means of a drag or otherwise. The heavy seas were by no means idle while the ship lay in its trough, but made a complete breach over her. She seems from this time to have been abandoned so far as any attempt to help herself to or before the wind is concerned, and it is difficult to account for the fact that none of the expedients known to seamen for helping a ship up to the wind were ever tried. Notwithstanding the violent lee lurches which the ship made while in this condition, no evidence of leak through the ship's hull appeared, and up to as late an hour as 10:30 p. m., not more than 16 inches of water were reported in the vessel's hold, the bilge injection keeping her free; but she had not been laboring long in the trough of the sea before its violence began to tell upon her upper works, and before 11 o'clock the forward gangway on the starboard side of the ship had been stove in, and the water came pouring through in immense volumes. At this juncture all of the ship's company who could be spared, and such of the passengers as could stand upon deck, under the lead of the purser and boatswain, did their utmost with the means at their disposal to stop the breach in the ship's side. The pantry room, bulkheads, doors, mattresses, and every available article were brought into requisition, but to no purpose, and their efforts to prevent the ingress of the sea were finally abandoned as futile, danger that their energies might be directed to bailing, as the only effectual means left to keep the water under. Here is a painful evidence of the necessity for every seagoing ship being provided with a competent stock carpenter and furnished with the proper stores of timber, lumber, &c., for it is more than probable that had the Evening Star been so equipped a sufficient strength might have been erected to keep out the sea. Those who have had experience in such matters know thereby the value of such an adjunct to a ship's complement as a carpenter and crew. Their efforts directed by skill and experience could accomplish more in 30 minutes in an emergency than those indefatigable but unskilled gentlemen could, had they battled with the storm as many hours. Opposite the port through which the sea was making was a door leading to the engine-room and also a ventilator, and the sea had uncontrollable access to the engine-room, into which it rushed in great quantities. Much of the water found its way, today, over the house coamings through the openings in the deck and panels of the deck-houses which had been broken by the sea. All hands were at this time, about 2 a. m. of the 3d, bailing ship, a strong force being at work in the engine room and below endeavoring to keep its fires clear. In this they succeeded for a considerable time, but owing to the excessive rolling of the ship, increased no doubt by the weight of water in the ship and the shifting of the cargo, their efforts were destined to be unavailing. At about 4 o'clock the steam pipe gave way, but the engines were kept working by the engineer for two hours after, and indeed until the fires were put out, about 5 a. m. This break of the steam pipe was caused by the straining of the ship. The ship was provided with a donkey engine and boiler, but those unfortunately gave out at the same time that the steam-pipe broke. But the leak in the pipe increased to such an extent that the men were unable to go into the fire-room save at intervals. In consequence of this accident the quantity of steam was necessarily diminished, but the loss of the ship can in no wise be attributed to this circumstance, for she was certainly a doomed vessel before this occurred. The energy and perseverance of the engineer were most praiseworthy. He was at his post endeavoring to keep the machinery in motion with the bar and hand gear until the engines stopped altogether. By this time the ship was given up for lost, and preparations were made to leave the ship as she was discovered to be settling. Then followed the indescribable heart rending scene which has so harrowed the public mind, and demanded a thorough, impartial inquiry. At about 6 a. m. the vessel sank, taking down with her at least over 200 victims. No satisfactory evidence was adduced by which it could be determined whether or not all the boats of the ship were properly equipped, agreeably to an order given by the captain to that effect. It is certain, however, that none were found by those who were saved, provided with anything in the shape of food or spars, but, inasmuch as one or two of them were capsized, it is possible that if they had been provisioned, their stores had been washed out of them. It is also certain that while she had all the boats which the law requires, seven in all, she had not half enough to save the number of persons on board, nor were the boats fitted with the detached apparatus required by law, which had they been, and the boats properly manned and promptly launched, it is my firm opinion that at least one half of the lives might have been saved.

From the foregoing, which is little more than a digest of the testimony taken, I conceive it possible to arrive at a reasonable conclusion as to the cause or combination of causes which resulted in the loss of the Evening Star, and it occurs to me that the principal cause was an error of judgment on the part of the captain. It will be seen that until 2 o'clock p. m. of the 2d, when the ship was about abreast of Cape Lookout, and on the eastern edge of the Gulf Stream, nothing of any moment transpired. About this time the barometer began to fall, and in a short time fell from 29.90 to 28.80. The wind, which had been blowing steadily from about E. or E. by S., began to freshen, and everything gave evidence of an approaching storm of unusual severity. The ship however, was kept on her course, and, as may have been expected from the proximity to the edge of the stream, where the current runs at two and a half to three knots per hour, she soon encountered a very heavy swell from E. S. E. At seven o'clock in the evening, the wind then blowing a hard gale and gradually veering to N. E., it was deemed necessary to haul her head to sea, in which position she continued laboring heavily until she fell off into the trough of the sea. It will be seen that from the first hour the settled course of the storm was northward and it is believed that had the ship been headed west early in the afternoon of Tuesday, the vessel might have been saved by escaping the full fury of the tempest, also running into a moderate gale on the outer side of the Gulf Stream. This, it is believed, would have been the part of wisdom, if acted upon in season, but it is likewise certain that to attempt to run his ship after the gale had culminated in the hurricane would have been a hazardous experiment, and his only excuse for safety would have been to keep his ships head to sea, or hard aground, which it is believed might have been done by the aid of a drag, assisted by a little show of canvas on her mainmast. Nothing of the sort was even attempted, and from the time she fell off into the trough of the sea no effort seems to have been made to haul her up after the rudder was secured, and the only measure of safety, in the judgment of the captain, seems to have been in keeping the ship free of the water which she shipped, by bailing out, and in the hope that the storm might abate. It is a wonder that the vessel lived so long under these circumstances. I have already adverted to the need of a good ship's carpenter, which was experienced on the trying occasion, and I confess to the belief in the possibility of saving the vessel, she being so staunch in her hull had there been a carpenter on board properly supplied with stores. As to the ultimate cause of her going down was the shipping such immense quantities of water through the breaches in her upper works on the starboard side. Whether Capt. Knapp would have been led to adopt expedients for getting the ship's head to wind or son had he a larger crew, it is impossible to say, but taking into consideration his long experience at sea and his reputation as a seaman, it is difficult to account for the fact of his not having done so, excepting on the ground of the evident inability of any such attempts with so weak a crew. Indeed, with the few seamen at his disposal in such a gale, he must have felt himself comparatively helpless. It gives me much satisfaction in being able to state that I am thoroughly convinced that the inspectors in New-York, who are sound practical men, discharged their whole duty in the inspection of the Evening Star in August last. The loss of this ship is not without its appropriate lesson to shipowners, and, in the absence of any law affecting the subject, I sincerely trust their attention will be directed to the necessity which exists for the more complete manning, equipping, and furnishing the American merchant marine generally, to the end that the same may be elevated to that point of pre-eminence above that of all other nations to which it is invited by the unequaled resources of the country. A degree of positive security of life at sea, inasmuch as that the probability or possibility of the loss of life in ordinary voyages may be reduced to a minimum, is possible of attainment, and that without so much outlay, and that while some of the larger companies furnish exceptions—by the care shown in the equipment of their ships—for the necessity of legislation upon this subject, it is none the less certain that the enactment of stringent laws governing our merchant marine is an absolute necessity. I therefore beg to call your attention to this matter, in the hope that radical changes in the existing laws may be suggested to Congress. I am greatly indebted to the assistance rendered in this examination in the Engineer Department by Mr. W. Burnett, of the California District, who, being in the neighborhood, was solicited to assist in the examination, with special reference to the engines and boilers of the ship, in order that a full and impartial inquiry into this important branch of the subject should be made by a disinterested expert in preference to the inspector of machinery in New-York, who, if guilty of dereliction in duty, would not be likely to ask questions to criminate himself. He is an engineer of scientific attainments and much practical experience. His services were therefore invaluable, and his inquiries critical and complete. I have the honor to inclose herewith the testimony taken, together with a list of the witnesses examined, and to remain, very respectfully, your obedient servant, W. M. MAW.

Hon. Hugh McCulloch, Secretary of the Treasury.

I certify that I was present and assisted in the investigation into the cause of the loss of the Evening Star, and fully concur in the foregoing report. WM. BURNETT,

Supervising Inspector of Steamboats for the Second District.

BASE BALL.

AN AMATEUR GAME AT BROOKLYN—EXCELSIOR VS. PACIFIC.

The amateurs of the Excelsior and Pacific Clubs, the latter hailing from New-Utrecht, took advantage of the fine weather yesterday to play their return game together on the Capitoline Grounds; and as both mustered good representative teams for the occasion, a right merry contest was the result.

The Excelsior had most of their "Great American Nine" out, and consequently some of the positions were filled in a style that was well calculated to make the mouths of the first nine envious. But the Pacific carried off the palm in the amateur line. Friend in his college costume being the feature of their nine. The Excelsiors went to the bat first, but, strange to relate, were disposed of for one run, a prettily taken fly ball by the left fielder leading to his prompt removal from office, such opposition to the "policy" of the Captain of the Pacific Muffins not being tolerated for a moment. By way of showing the Pacifics that the Excelsiors had no one in their nine capable of anything so unamateur like as a fly catch, the Excelsiors allowed the rural players to score seven runs, the lead being quite satisfactory to the Pacifics. Having done this, however, they began to illustrate that other feature of amateurdom—heavy batting, adding no less than 34 runs to their score before the close of the second innings, the Pacifics getting but five for their share, the tally at the close of the second innings standing at 12 to 15, in favor of the Excelsiors. In the three following innings the advantage lay with the Pacifics, the figures at the close of the fifth innings showing them to be in the van by the tetal of 22 to 26; a very close thing for no more than match. The fact was, however, that as the game progressed both parties got warmed up to their work, and played better than in the early part of the game, some good catches being made on both sides in the last three innings. Had it been solely a trial of fielding skill, the country nine might have come off victorious, but the batting of the city gents finally settled the question in favor of the Excelsiors by a score of 45 to 36. The contest proved to be a source of pleasure to all engaged in it, and at the close an adjournment was had to the club-house, where all parties sat down to a very palatable entertainment, provided by that prince of caterers for the ball-playing fraternity, "Brother Lewis," and a right social time was had during the remainder of the evening. We append the score:

EXCELSIOR.	O.	R.	PACIFIC.	O.	R.
Russell, s. s.	5	3	Friend, p.	5	2
Dan Dean, 3d b.	3	5	Cropsey, c. f.	6	1
Cowing, c. f.	3	5	Wyckoff, 2d b.	2	4
Hempstead, r. f.	1	7	Ryder, 1st b.	3	4
Baldwin, 2d b.	0	8	Wardell, c.	3	4
Tom Dean, 1st b.	2	6	DeNyse, r. f.	2	5
Swain, c.	3	5	Waters, 3d b.	2	4
Uris, l. f.	5	3	Moore, s. s.	4	3
Watson, p.	5	3	Lindley, l. f.	2	4
Total	27	45	Total	22	36

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	Total
Excelsior	1	14	3	4	0	11	2	4	1	—45
Pacific	7	5	4	10	0	3	2	4	1	—36

Umpire—Mr. Chadwick of the National Club.
Scorers—Messrs. Duval and Wright.
Time of Game—Two hours and 45 minutes.
Fly Catches—Excelsior, 5; Pacific, 9.

THE GOTHAM CLUB.

This club closed play for the season yesterday, and had a fine turn-out of players and an enjoyable game.

STAR AGT. UNIONVILLE.

The match between these clubs at Unionville resulted in the success of the Stars by a score of 23 to 17.

ATHLETIC AGT. BACHELOR.

The return match between these Philadelphia clubs took place on the Athletic grounds, on Wednesday, the result being another victory for the Athletics, as will be seen by the appended score:

BACHELOR.	O.	R.	ATHLETIC.	O.	R.
Parry, s. s.	0	4	Kleinfelder, c.	3	4
Macomb, 1st b.	4	1	McBride, p.	1	6
Davis, c.	1	3	Reach, 2d b.	1	6
Jamison, 3d b.	2	2	Welsh, s. s.	0	5
Ferguson, r. f.	4	0	Gaskell, c. f.	4	2
R. Reach, 2d b.	4	0	Fisler, 1st b.	4	3
Bratten, l. f.	1	2	Hayhurst, 3d b.	4	3
Lochary, p.	3	1	Kalmer, l. f.	1	4
B. Reach, c. f.	2	2	McCurdy, r. f.	3	3
Total	21	15	Total	21	36

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	—Total.
Bachelor	2	2	1	2	2	3	3	—15
Athletic	2	1	3	6	7	0	17	—36

Umpire—Mr. Front of the West Philadelphia Club.
Scorers—Messrs. Pyle and Benson.
Time of game—2 hours and 40 minutes.

FONTIAC VS. GREENBURG.

A very close and exciting game was played on Wednesday last at Harlem, between these clubs. The batting of both sides was very fine, especially in the last inning, when the heavy batting of the Fontiacs alone secured them the victory. The score stood Fontiac, 31; Greenburg, 30.

OUR STATE MILITIA.

INSPECTIONS OF CAVALRY—EXHIBITION DRILL—FROLIC—BANDS' CONCERTS—CHANGES IN THE NATIONAL GUARD.

The election, which took place on Tuesday last, having been the all-absorbing topic of interest during the past few weeks, there is comparatively little worthy of note in the movements of the State Militia. The Fall inspections are over, and the only parade reviews, or regimental displays, which may occur for some time, are those ordered for special purposes, and are not generally required by the laws governing the force. To compensate for the absence of public military displays in the Winter season, a series of balls, festivals and concerts are given by the several regiments, to the great delight of hundreds of enthusiastic maidens and the particular gloorification of the members of the National Guard. The two or three of these festivals already given have been exceedingly successful, giving a great amount of social pleasure to the participants. Others are announced to come off immediately, and the military ball season promises to be one of unusual brilliancy. In addition to the dancing, music, and flirtation always provided, there is usually a treat in the shape of an exhibition drill of some kind—a guard mount, dress-parade or review.

THIRTY-SEVENTH REGIMENT.—The first promenade concert of the 37th Regiment took place on Saturday evening last at its armory, corner of Broadway and Thirty-fifth-st. Quite a large and select company were present. The music was provided by a band consisting of 40 pieces, which played in a most agreeable manner a variety of choice selections from favorite operas. Nearly all of the officers of the regiment, including Col. Farrar, were in attendance. The affair passed off in a very pleasant manner, and was highly creditable to the Regiment. As this was announced as the first concert of the 37th, others may be expected to follow, at regular intervals, during the Winter.

SEVENTH REGIMENT.—The first concert of the band of the 7th Regiment will be given this evening at the Regimental Armory in Tompkin's market. The reputation of "Grafulla's Band" is sufficient to insure a full attendance at any concert it may give.

EIGHTH REGIMENT.—This regiment will give an exhibition drill in "Casey's Tactics" at Tompkin's Armory on Thursday afternoon next. This drill is intended to give an opportunity of comparing "Casey" with "Morris," an exhibition in the latter tactics having been given by the Twelfth regiment on Wednesday of last week. While these exhibitions are ostensibly for the purpose of testing the systems of rival tacticians, the result will have little or no effect in forming opinions favorable to Morris's system. The tactics now generally in use have been compiled after years of study, and, while the new system suggests many changes, no improvements are contemplated. But these competitive drills are destined to be of the greatest benefit to the National guard, by stimulating the officers and men to renewed exertions in perfecting themselves in drill and discipline. The Twelfth last week made a fine appearance, and received the hearty commendations of numerous spectators. The Eighth will, of course, try to excel the Twelfth in soldierly appearance and efficiency, and, as it has had two weeks in which to study and profit by the defects of the Twelfth, it certainly ought to give an exhibition worth looking at. We hope to see other regiments enter the field of contest, and in friendly strife compare merits. We also renew the suggestion put forth in these columns a few weeks since, in regard to the championship of the State, and feel satisfied that if a champion prize were offered to the best-drilled regiment a series of competitive exhibitions would follow that would be of the greatest benefit to all interested. There can be nothing suggested which would so excite the enthusiasm of the National Guard as the making of champion prizes to the best-drilled regiment and company in the State. The movement should be set on foot at once, so that during the Winter the regiments could prepare to give the public a glorious field day early in the Spring. The following is Lieut. Col. Wentworth's order directing the exhibition parade:

"In compliance with brigade orders, this regiment will parade for drill at Tompkins-square, in full fatigue (white gloves) on Thursday, November 15. Companies will report on the Square at ½ p. m. Field and staff will report (dismounted) to the Colonel at 1½; non-commissioned staff and drum corps to the Adjutant at the same hour. Line will be formed at 2 o'clock p. m. Should the day prove stormy, the drill will take place the first fair day at the same hour and place. Tickets of admission to the Square will be issued for this drill, which can be obtained of Col. Varian, No. 60 St. Marks-place; Lieut.-Col. Wentworth, No. 187 Grand-st.; Major Carr, No. 157 Center-st.; Brisbane, Marble Hall, Fourteenth-st., or of any officer of the regiment. Carriages will be admitted at the Fifth-st. gate. Officers and the officers and non-commissioned officers of the State Arsenal, corner of Thirty-fifth-st. and Seventh-ave., on Tuesday, November 14, and Wednesday, November 14, (without uniform). Orderly call at ½ p. m. Captains will detail privates and report eight men, exclusive of guides, each evening."

FIRST REGIMENT OF CAVALRY.—This regiment paraded 229 men for inspection at its armory on Wednesday last. The total strength of the regiment, on paper, is 321. Cavalry dismounted never look well, and never does well—the parade of the First was no exception to this rule. Our city cavalry is about as fine a subject for ridicule as New-Yorkers have, and if several regiments could be converted into infantry the First Division would gain much credit thereby. Of course the members would object to being so changed, for most of them labor under the delusion that they look well outside of a horse. If they should ever have a field interval they might possibly be convinced that it would be much more creditable to them individually and collectively to become good infantry than to remain exceedingly bad cavalry.

THIRD REGIMENT OF CAVALRY.—The Third Cavalry paraded for inspection at its armory on the 30th ult. This regiment numbers 743 men, of whom 202 were present for inspection. This was certainly a very creditable turn out, and the regiment looked as well as dismounted cavalry generally does. We object most strenuously to the several companies of this and other cavalry regiments being called "troops." There is no authority in our service for such designation. The term is stolen from the English, and its use by our militia is a piece of affected snobbery, which is most contemptible. Had the magnificent cavalry of our army been alluded to as "troops of cavalry," they would never have known what was meant. Infantry, artillery and engineers are designated as "companies," and the organizations which our militia persists in calling "troops" are precisely similar. The tactics by which the cavalry of our armies is drilled, uses the title of company, and why that is not good enough for the militia it is impossible to see. To show how ridiculous the "troop" appears, and also the strength of the regiment, we append the official inspection report of the Third regiment:

Field and staff—Present, 7; absent, 2; total, 9. Band—Present, 11; none absent; total, 11. Troop A—Present, 66; absent, 37; total, 117. Troop B—Present, 59; absent, 17; total, 76. Troop C—Present, 29; absent, 14; total, 56. Troop D—Present, 72; absent, 6; total, 78. Troop E—Present, 62; absent, 10; total, 72. Troop F—Present, 71; absent, 6; total, 77. Troop G—Present, 56; Troop H—Present, 52; absent, 4; total, 52; absent, 27; total, 79. Troop I—Present, 43; absent, 10; total, 53. Troop K—Present, 46; absent, 10; total, 56. Total—Present, 596; absent, 151; total, 745.

FIFTY-FIFTH REGIMENT.—Lieut.-Col. Allen of the 55th Regiment has offered a prize medal to the company which shall, at the next annual inspection, parade the greatest number of men, and a similar medal for the company securing the largest number of recruits during the year. A sword is also to be presented by the Major to the company commander who presents for inspection the neatest set of rolls, books and papers.

GENERAL FOR THE THIRD BRIGADE.—The removal of Brig.-Gen. Hall from active service has left the Third Brigade without a General to command it. Brig.-Gen. Asplundh has just issued the following order in reference to filling the vacancy:

"In compliance with Special Orders No. 340, General Headquarters State of New-York, Adjutant-General's Office, Albany, Oct. 31, 1866, an election to fill the vacancy of Brigadier-General in the Third Brigade, First Division, National Guard State of New-York, caused by the retiring from active service of Brig.-Gen. Wm. Hall, is hereby ordered to be held at the Armory of the 7th Regiment Infantry, National Guard State of New-York, corner of Third-ave. and Sixth-st., New-York City, Nov. 20, at 8 o'clock p. m."

There are several candidates for the position, but the contest appears to be between Gen. Lefferts and Col. Varian. Gen. Lefferts was formerly Col. of the 7th Regiment, and also served during the War. Col. Varian is present Colonel of the 8th Regiment, and has commanded the brigade since the removal of Gen. Hall. Col. Rush C. Hawkins is also mentioned for the position, but his chances of election are apparently small. Col. Clark of the 5th, was asked to become a candidate, but declined, preferring to remain with the regiment with which he has been so long identified.

SEVENTH REGIMENT.—General Order No. 9, dated Nov. 7, directs "the officers and sergeants of this regiment to assemble at the Armory for drill and military instruction, at 8 o'clock p. m., of the following days, viz.: Saturday, Nov. 17, Saturday, Dec. 1, Saturday, Dec. 15, and Saturday, Dec. 29. Adjut. Wm. H. Kipp having been elected Captain of Co. D, vice Riblett, resigned, will be obeyed and respected accordingly. Rank Oct. 8, 1866. Sergeant Henry S. Steele having been appointed Adjutant of this regiment, vice Kipp, promoted, will be obeyed and respected accordingly. Rank Nov. 1, 1866. The following-named members, having been expelled from their respective companies, are dishonorably discharged, viz.: Charles E. Langdon, Company C, Oct. 5; Augustus Lozee, Company E, Oct. 2; F. M. Lozee, Company E, Oct. 2."

CHANGES IN THE NATIONAL GUARD, S. N. Y.

HEADQUARTERS, STATE OF NEW-YORK, ADJUTANT-GENERAL'S OFFICE, ALBANY, Nov. 3, 1866.

The following officers have been commissioned by the Commander-in-Chief in the National Guard, State of New-York, during the week ending Nov. 3, 1866:

THIRTEENTH BRIGADE.—George H. Thomas, hospital surgeon, Oct. 12, vice Shibly, resigned.

THIRTY-FIRST BRIGADE.—Jesse J. Richards, hospital surgeon, July 11, vice Wood, promoted from district.

FIRST REGIMENT OF INFANTRY.—Peter J. Martin, first lieutenant, Sept. 10, vice Lyons, declined; Cornelius H. Carling, second lieutenant, Sept. 10, vice Martin, promoted; George A. C. Barnett, captain, Sept. 10, vice Jacobsohn, resigned; John W. King, first lieutenant, Sept. 12, vice Daly, resigned.

THIRD REGIMENT OF INFANTRY.—John Smith, Captain, Oct. 10, vice Butler, resigned.

NINETEENTH REGIMENT OF INFANTRY.—Thomas B. Young, captain, Oct. 6, vice J. Smith, resigned; George W. Crist, first lieutenant Oct. 6, vice Terwilliger, removed from district; James C. Crist, second lieutenant, Oct. 6, vice Forbush, promoted.

TWENTY-SECOND REGIMENT OF INFANTRY.—Richard Vose, captain, June 26, vice Thorned, resigned; George W. Wingate, first lieutenant, June 29, vice Franklin, resigned; John S. Busing, second lieutenant, June 29, vice Wingate, promoted; Charles S. Bunker, adjutant, Aug. 30, vice Peso, resigned.

TWENTY-THIRD REGIMENT OF INFANTRY.—James G. Gregory, captain, Oct. 19, vice Rogers, resigned; Alfred G. Kelley, first lieutenant, Oct. 19, vice Gregory, promoted; B. Herbert Hogins, second lieutenant, vice Kelley, promoted.

FORTY-SEVENTH REGIMENT OF INFANTRY.—Washington Farrington, first lieutenant, Oct. 2, vice Brown, resigned; John Eaton, second lieutenant, Oct. 2, vice Farrington, promoted.

FIFTY-FOURTH REGIMENT OF INFANTRY.—Christopher Reinfeldt, captain, May 15, vice Mayer, resigned; Philip Ruppert, first lieutenant, May 15, vice Reinfeldt, promoted; John Bower, second lieutenant, May 15, original vacancy.

SIXTY-FIRST REGIMENT OF INFANTRY.—Charles D. Lamb, captain, June 7, vice Merle, removed from district; Harrison Cronkhite, second lieutenant, June 7, vice Lamb, promoted.

EIGHTY-FIRST REGIMENT OF INFANTRY.—W. A. Goodell, captain, Aug. 16, vice Ingham, resigned; Myron Youram, first lieutenant, vice Goodell, promoted.

ONE-HUNDRED-AND-EIGHTH REGIMENT OF INFANTRY.—John H. Wilbur, surgeon, Sept. 19, vice Terpb, cashiered; Jacob Van Hensen, chaplain, Sept. 24, reappointment.

ONE-HUNDRED-AND-NINTH REGIMENT OF INFANTRY.—Matthew S. Prosser, captain, Oct. 27, vice Falkins, resigned; John Post, first lieutenant, Oct. 27, vice Bogart, removed from district; Charles W. Ball, second lieutenant, Oct. 27, vice H. Meck, removed from district.

RELIGIOUS.

LAST DAY OF THE EVANGELICAL MEETING.

The anniversary and business meetings of the Evangelical Societies of the Protestant Episcopal Church—namely, the American Church Missionary Society and the Evangelical Knowledge Society—held at the Church of the Ascension, closed yesterday with a clerical breakfast at Delmonico's and a public meeting in the evening at the Church of the Holy Trinity, Madison-ave. and Forty-second-st. The breakfast and public meeting were under the auspices of the Clerical Association.

At the public meeting addresses were made by Bishops Johns of Virginia, Lee of Delaware, and Payne of the African Missions; the Rev. Drs. Newton of Philadelphia, Smith of New-York, and Tyng of New-York, and the Rev. Messrs. Cheney of Chicago, Grammar of Baltimore, and Parvin of Philadelphia.

The meeting was convened as a special protest against Ritualism, the Romish dogma of the Real Presence, Baptismal Regeneration, and other doctrines believed to be errors, which seek to control Episcopacy in this country. The addresses were very short, and all combated with spirit the doctrines indicated, evincing a determination to resist everything in one comprehensive word, of a High Church tendency. Of these collected addresses, perhaps the most noticeable was that of the Rev. Dr. Smith, who charged the High Church party with treason to the Protestant Episcopal Church, presenting a very long bill of indictment against them.

CITY NEWS.

CITY EVANGELIZATION.—A public meeting is advertised in behalf of the New-York City Mission to be held tomorrow evening at 7½ o'clock in the South Reformed Dutch Church, Corner of Fifth-ave. and Twenty-first-st. Apart from the interesting addresses which may be expected, the intrinsic importance of the subject, and the great importance of the work undertaken by the society, should ensure a full house.

HEAVY THEFT.—Early on