THE CHEAP CAB SYSTEM.

METROPOLITAN PUBLIC CONVEYANCE COMPANY

CHARTER OF THE COMPANY—A NEW LINE OF CHEAP STAGES—THE LONDON CAB SYSTEM.

The public has for a long time been hearing rumors of the introduction in this city of the system of cheap cab conveyance in use in European cities. What the new public vehicle was to be, what were to be the rates of fare charged, by what regulations the system was to be conducted, and under whose management—whether of the cab-drivers themselves or a stock company—are questions which have been debated often and among all classes as matters of great public concern. It is however, as yet, impossible to answer all these questions satisfactorily. The hand and front of the new cheap cab enterprise has at present this extent, no more: A company entitled "The Metropolitan Public Conveyance Company" was chartered by the Legislature of New-York in June, 1865, being authorized by the terms of the charter "to keep and employ such public conveyances as may be necessary for the accommodation of the public in conveying passengers, baggage, packages and merchandise to and from any point within said Metropolitan Police District, at a rate not to exceed 25 cents for any distance not exceeding three miles, and 25 cents for every additional mile for each passenger so conveyed; at the same rates for each box, trunk or package of merchandise so conveyed, when said package or article shall weigh more than 20 and not exceeding 100 pounds; and for every additional 100 pounds or fraction thereof, the charge shall be 25 cents; and 25 cents for each passenger so conveyed; at the same rates for each box, trunk or package of merchandise so conveyed, when said package or article shall weigh more than 20 and not exceeding 100 pounds; except that baggage or packages carried in the hands of passenger shall go free." This company has hitherto limited its operations to the transportation of freight, doing the business of an express company by virtue of its charter, but it is now intended by the directors to introduce passenger conveyances at an early day. A meeting of the stockholders is to be held this week, at which it is to be expected the necessary steps will be taken to put the cabs upon the streets. Until after this meeting, nothing definite can be stated with regard to the accommodations of the new public conveyances, or the details of the management of the institution. The public will await with impatience, almost, the inauguration of a reform which promises to do away with extortion and swindling daily practiced with impunity by the lawless and irresponsible hackmen who now control the business of conveying passengers within the city limits. Much opposition is expected by the new company from this formidable class whose lucrative pillaging it promises to break up to a great extent, and numerous fights, and perhaps even a riot may be looked for on the introduction of the cheap cabs. But the metropolitan cabmen will rejoice in the support of the public, and any overt outrages by the licensed highwaymen of the hacks will be certain to accelerate their utter banishment from the city.

NEW LINE OF STAGES.

The Metropolitan Company will commence running on the first of next week a line of stages, as a preliminary enterprise in its work of breaking up old established monopolies. These stages will start from the New-Haven Railroad Station in Twenty-third-st., and run through Fifth-ave. and Broadway to the Astor House at a fare greatly reduced from the present stage fare. There can be no doubt of this enterprise proving a great success. The next movement of the company will probably be the establishment of carriage stands in Central Park, in accordance with the desire of the Park Commissioners. The carriages will be of a peculiar and suitable style, designed expressly for use in the Park at once elegant in appearance and accessible to all classes at a moderate charge.

OFFICERS OF THE COMPANY.

At the last annual meeting of the stockholders of the Metropolitan Public Conveyance Company held at their office, on the 30th of June last, Daniel D. T. Marshall, Allen Monroe, Charles E. Noble, Spencer K. Green, Wm. C. Martin, E. P. Beach, G. M. Van Hosen, Thomas E. Stewart and Darius Clark were elected Directors for the ensuing year. At a subsequent meeting of the Board, D. D. T. Marshall was elected President; Spencer K. Green, Vice-President; G. M. Van Hosen, Secretary; Wm. C. Martin, Treasurer; Wm. H. Albertson, General Superintendent; Darius Clark, Thos. E. Stewart and E. P. Beach, Executive Committee.

PROVISIONS OF THE CHARTER.

We append such portions of the Charter of the Metropolitan Public Conveyance Company as are of public interest:

Said Company, when formed as provided for in the first section of this act, shall be at liberty, and they are hereby authorized, to keep and employ such conveyances as may be necessary for the accommodation of the public, in conveying passengers, baggage, packages and merchandise to and from any point within said Metropolitan Police District, at a rate not to exceed 25 cents for any distance not exceeding three miles, and 25 cents for every additional mile for each passenger so conveyed; at the same rates for each box, trunk or package of merchandise so conveyed, when said package or article shall weigh more than 20 and not exceeding 100 pounds; except that baggage or packages carried in the hands of passengers shall go free. Should said passenger be under 12 years of age, then said company shall not charge to exceed 15 cents per mile for such person so conveyed; except that for children under five years of age no charge shall be made. The said company are required to keep and run so many carriages and vehicles as may be necessary for the accommodation of the public, in the conveyance of passengers and baggage from all steamboat landings and railway stations, by steam railroads to any other place in the said Metropolitan Police District, at the rates before-mentioned, except that the rate of fare for any number of passengers, not more than four, to Brooklyn and Manhattanville, shall not be more than $3.

The employés and agents of said Company shall have the right to enter upon any train of cars or steamboats going from or coming to said district in the transaction of their business as solicitors for or carriers of passengers and their baggage upon paying the usual rate of fare for the distance traveled by them, and may do and perform the business appertaining to their employment without hindrance or molestation on the part of the railroad or steamboat employés, and may, at proper and seasonable hours, enter the public halls or entrances of any hotel, steamboat landings or railroad depots in said district to deliver passengers and receive orders for carriages, as contemplated by this act. But said agent or employé shall not be permitted to enter any hotel, steamboat or railroad car, or the hallways and public passages of any railroad depot or steamboat landing, for the purpose of soliciting or of delivering passengers or their baggage, within said district, without first being duly licensed and authorized by the Board of Police Commissioners of said district, who are hereby authorized and required to issue such licenses, and grant such authority, on the written application of the President or Secretary of said Company, providing said Board shall be satisfied that the applicant for such license is a proper person to exercise the privileges thereby conferred; said licenses shall be charged at the rate of $10 each, and $2 50 annually for the renewal thereof, and may be revoked at any time for misconduct; said licenses shall be designed properly for the purpose to be used by said Company as stands for their vehicles, and may make such rules and regulations for the government of said agents and vehicles, as the comfort, safety and convenience of the traveling public may require. All moneys received for such licenses shall be paid over semi-annually to the Treasurer of the Fire Department fund of said district, for the benefit thereof. Any persons violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than $10 nor more than $50, or imprisonment not less than 5 nor more than 20 days, or by both such fine and imprisonment, in the discretion of the court. The Mayors of New-York and Brooklyn are hereby authorized and required, from time to time, to issue licenses under their hands and seals for the carriages and other vehicles of said Company, upon application of said Company, at the same sums as now or may be hereafter required for the license of hackney coaches and carriages and other vehicles; the licenses aforesaid to be renewed annually, and the carriages and other vehicles to be duly numbered in accordance with the ordinances of said cities; baggage and passage-wagon licenses not to exceed that charged for ordinary carts.

Said Company, or their agents, shall not demand or receive any larger sum or sums than specified in this act, under the penalty of $10 for every such offence, to be sued for and recovered from said Company, by and for the people of the said district, to be brought in any court of record within the judicial district in which the plaintiff resides, and no motion for a change of venue shall be entertained by the Court having cognizance thereof. There shall be fixed in every passenger vehicle when used by them, and in such manner as can be conveniently read by any person in the same, a card containing the rates of fare, name of the Company, the street and number of their office, and the number of the license of said vehicle; and there shall be plainly lettered, in a conspicuous place on the outside of each vehicle, the name of said Company.

All licenses for carriages, vehicles, and drivers to expire on the first Monday of June, next after the date thereof; and every license shall state the number of the stage, carriage, or vehicle for which the same is granted, and shall be renewed annually, under the penalty of $25 for each offence on a vehicle, and $5 for each offence on the drivers. And the Superintendent of hackney-coaches of the cities of New-York and Brooklyn, or other person duly authorized by the Mayors thereof, shall, at all reasonable hours, have access to all vehicles, horses, and harness of said Company, for inspection; and when either of the same are found unsafe, the same shall be withdrawn, if so directed by said Superintendent, or other authorized person, in writing.

Any railroad or steamboat employés who shall refuse to grant any of the employés or agents of said company any of the rights or privileges granted them, by and under the terms and conditions of the foregoing sections of this act, may be sued by the said company in any court of record in the said cities; and, upon judgment for the plaintiff, the amount of damages shall not be exceeding $100 for each and every said refusal.

THE LONDON CAB SYSTEM.

As a matter of general interest we furnish our readers with a sketch of the London cab system. Previous to the introduction of the cabs now in vogue London was supplied with a cumbersome style of conveyance called a "hackney coach," similar to the hacks we have at present in New-York, but much more cumbersome. About 30 years ago the hackney coaches were superseded by the more convenient one-horse four-wheel cab, in London called a "four-wheeler." The change was not made without great opposition on the part of the hackney coach men, but the new cabs were able to carry passengers at a much cheaper rate, and in a short time the hackney coaches were entirely superseded. It was astonishing what a rapid increase was immediately apparent in the number of people who availed themselves of the cabs, for in less than three years the number of cabs increased threefold. The charge per mile was then one said sixpence, or about 12½ cents, which rate was after some years reduced to one shilling per mile, and about the year 1836 it was reduced to the present low rate of six pence per mile. The result of this reduction was that the cab business became a larger and better paying one than it had ever been previously. There are now no less than 8,000 cabs in London, with about 25,000 horses to work them, and it is estimated that the cab system of London gives employment to 30,000 people.

There are two distinct kinds of cabs, one of which, called a "Hansom," is a patent safety cab, patented and first introduced by a man named Hansom about the year 1835. It is a two wheel conveyance, the driver of which is perched on a seat behind the cab, which is called the "dickey," on a level with the roof. The only one of this kind we believe in New-York at present is owned by one of our hotels. These cabs are exceedingly convenient and pleasant to ride in, being cool and airy in warm weather, while in wet or cold weather the rider is protected from exposure by a pair of folding glass doors. The Hansom is adapted for carrying two persons. One of its great advantages is the safety of the passenger in case of accident or the horse's running away, the forepart or footboard being not more than two feet from the ground, and for the years they have been in use there have been very few accidents. The driver is the most in danger in case of accident, his seat being at such a hight from the ground, although in case of a horse running away he can with safety let himself down. Some members of the upper classes in London have private Hansoms for family use, and three or four seasons ago a few ladies of the West End might have been seen in Hyde Park perched upon "dickeys," driving Hansoms, but the custom soon went out, as it was too "fast" a thing to become popular among the "swells."

The other kind of cab is the "four wheeler," which accommodates four inside and one outside. It was thought on the introduction of the Hansom that it would entirely supersede the more sober-looking conveyance, but it has held its own in consequence of its adaptation for carrying baggage (which is placed on the roof), whereas the Hansom can only carry a single portmanteau in addition to the two passengers. It is a common occurrence among the working classes to see "four wheelers" laden with seven persons, four inside, one on the box and two on the roof. The rates of mileage are alike for both kinds of cabs. The rates mentioned above implies the carrying of two persons only. If more are taken there is an extra half fare charged. Passengers have legally the option of engaging cabs by the hour at 21 or 25 cents per hour, but the custom soon fell into disuse in consequence of constant disputes between cabbys and passengers as to the rate of driving, which the law enacted should be six miles per hour, the cabby, often when driving at the rate of four miles per hour, insisting that he was driving at the rate of six. The 12 cents a mile charge, only applies to all places within a radius of five miles from Charing Cross, which is the spot where the National Gallery stands. Beyond that distance a passenger had better make an agreement before starting, else he will find cabby "sticking on pretty thick." After twelve o'clock at night agreements before starting are generally made, as after that hour the drivers can charge what they please.

LICENSES, &C.

All owners of cabs are required to be licensed, and for each horse and cab they have to pay a duty to the revenue of about $130 per annum. Each cab driver also has a license, which is issued from the Police Bureau, at a nominal sum. In case of conviction before the magistrate of violating any of the cab laws, his conviction is indorsed on the back of his license, and on the third conviction (and on the first if the offence is serious) his license is suspended; and if caught driving without one the punishment is $25 fine, or three months' imprisonment.

THE POLICE.

The proper carrying-out of the cab laws (which are framed by the City and Metropolitan Commissioners) are intrusted to the Police under Sir Richard Mayne in the Metropolitan District and Col. Fraser in the City. In all cases of dispute between "cabby" and a passenger as to the fare, the passenger can insist on being driven to the nearest police station to have it adjusted, the passenger having to pay the cost of so doing if found in the wrong. If not satisfactorily settled at the station, the person aggrieved gets a summons for the other to appear at a police court the following day, to have it settled before the magistrates, the one then found in the wrong having to pay the expenses. The police have also to see that cabmen are not drunk when driving, or in any why impeding the traffic by "plying for hire," a thing, by the by, they very frequently do. When caught at it and they do not move on to a "extent" the cabman's number is taken, he is summoned, and if convicted is fined from five to ten dollars. All cabmen are obliged to carry checks, with duplicate numbers of their badges on them, to give passengers in case of any dispute about fare, or in case of any incivility; but the passenger must be careful and compare the number thereon with the number on the badge of the driver, as the cabmen often exchange with each other their duplicate checks, and it is no uncommon occurrence to find, on a cabman's appearing in court to answer to a summons, that he is the wrong man. In such cases the party summoning, in addition to his grievance, has to bear expenses and pay "Cabby" for his loss of time. The drivers seldom are uncivil or try a game of this kind with a Cockney, choosing for their victims innocent people from the country. Monday morning at the police courts in each district is set apart for hearing police complaints against the cabmen.

CAB-STANDS.

The cab-stands are located generally in open spaces or in the center of wide streets, with which fortunately London abounds. There are generally throughout London five cab-stands to each mile, excepting in the great thoroughfares of the "West End," where they are more numerous. At each cab-stand there is a hydrant for supplying water to the horses which is done by a "waterman," an official dressed in a dark green uniform with a glazed hat. The class of men generally chosen for this position are discharged, pensioned or disabled soldiers. It is this official's duty to regulate the "turns" of the men for going off, and looks after the conducting of each stand. Any violation of the rules he reports to the policeman on duty, who takes the offender's number and summons him. At each cab-stand there is a printed board with a table of fares from thence to all districts, theaters, hotels, parks, and all public buildings and places of amusement.

THE CAB-YARDS.

The extent of the establishment required for stables and yards is very great, and they are obliged to pay very heavy rents in order to have them in central positions. A great many of the smaller proprietors are men who have themselves been drivers of cabs. The establishments vary in extent, some having but one cab, which the proprietor himself drives, and some have as many as two hundred, the largest being the Metropolitan General Omnibus Company, whose receipts annually, from this branch, together with their numerous "busses," bring not less than $3,500,000 per annum. The great majority of these yards are kept in excellent order, their cleanliness, considering the business, being extraordinary, but this is owing to the weekly visits of a sanitary inspector. About one fourth the number of cabs are worked by night that are worked by day, in those yards where they have a night and day staff. The day staff work fourteen hours, the night staff ten hours.

INFECTED CABS.

A few years ago, when small-pox was very prevalent in London, some cases were clearly traced to the persons having ridden in cabs which had previously carried patients to the hospitals. A great outcry was raised, and there are now cabs used only for this purpose, and no other.

THE HORSES.

The horses worked in the cabs are generally of a very inferior character, the principal part of them being broken down animals that have figured in the racing and hunting studs of the "upper ten," or the broken down hacks of tradesmen. No matter what the animal may be so long as he can "do the pace," and it really is wonderful to see the pace some of these apparently windless animals can do. We are afraid the story told by the "cabby" to Mr. Pickwick in the "Pickwick Papers" was not so exaggerated after all, for some of the cabmen who own but one horse do work them a frightfully long time without giving them rest. The horses, with a few exceptions, are bought at very small cost, and the object seems to be to make the most money out of them in the shortest possible time before they die. Great vigilance is exercised by the officers for the prevention of cruelty to animals, and convictions take place daily. The poorer animals are put to the "four wheelers" because in the "hansom" the horse must have something like legs to keep the vehicle up, whereas in the case of the "four wheeler" there is no weight to hold up but that of the shafts, beside which the "four wheeler" is not expected to go so fast as the dashing "Hansom. Night after night horses that are suffering from sores on the back and other parts are worked in a most cruel manner, because under cover of night they stand much less risk of detection than in the day. It is a too common sight to see some poor horse down that perhaps has struggled hard, but has at last been obliged to drop. Then are heard cries of "Sit on 'is 'ed, Bill," "Loose that ere strap," and the invariable "e'll be right in a minit," and the poor creature, finding resistance useless, at last recovers sufficiently to make another start and goes home to the stable. The reason urged for using such animals by the proprietors of cab horses is the utter impossibility of standing the cost of first-rate animals, for however good they may be two years of hard work over the pavements of London knocks them up, and owners of cabs say that broken down horses last them nearly as long as good ones. The number of horses dying in London every week is nearly 500, and the horse slaughtering and "cat's meat" trades are quite extensive.

INSPECTION OF CABS, FARES, &C.

All cabs are inspected by inspectors appointed by the Commissioners, who refuse to pass any cab that is not safe, clean and comfortable. Any one detected using a cab once condemned is liable to a heavy fine. No cabman who is disengaged can legally refuse to carry a passenger, but they very often do so. If the cabman suspects the applicant to be a sixpenny fare he refuses, saying that he is engaged, and that he "don't want no sixpenny shysters." If such a case is reported the cabman is fined. Although the law only allows sixpence for a mile ride, the majority of people pay a shilling, and many cabbies show temper if a person offers them sixpence at the end of a mile ride, and returns it with disdain, saying, "You had better get summut to heat with it."

SIX DAY CABS.

There are a goodly number of cabs that enlist the patronage of the more religious by having painted on their sides the words "six day cabs," these cabs doing no running on Sundays.

HOW CABMEN ARE PAID.

The Metropolitan Company, and one or two others, pay their men by the week, but the smaller proprietors require of their drivers a certain return each day (say $4), which they must bring home to the Yard at night, retaining for their own pay all that they make more than that sum. The Metropolitan Company think they are safe in paying their men weekly, and that they do not get robbed, because they employ a detective corps of men, women and girls, numbering about 50, who are constantly traveling on their buses and cabs, taking account of the moneys the conductors and drivers receive. There is no doubt that the system is to a certain extent successful.

THE CABBIES.

The cabmen of London are one of its special features. The great majority of them are Cockneys, but many are broken-down tradesmen from the country. There are a great many well-conducted, respectable men among them, but the majority of them are men of a very low stamp. They are nearly all gamblers, dominoes being their favorite game. They look upon the police as their natural enemies, and play all sorts of tricks upon poor country people. While there are many quiet men who hold the whip and reins, probably a majority of them are such as would embrace every opportunity of imposing upon their fares. Under the supervision of Superintendent Hennedy's force, we shall doubtless manage these things better than our own city; so that ladies may not hesitate to take advantage of the conveniences of the Metropolitan Conveyance Company.

CIVIL COURTS.

SUPERIOR COURT—CHAMBERS—Nov. 10.—Before Justice JONES.

THE STODDARD DIVORCE CASE.

George Stoddard agt. Araminta Stoddard.

The parties to this suit were married in 1857. The plaintiff alleges that during the years 1864, '65, '66 the defendant committed various acts of adultery with persons and at places to him unknown; that in 1864, '65, she committed adultery at various times with one John Squires, at No. 93 Orchard-st. The plaintiff on being called to the stand, stated that he had seen his wife in company with several men at unseemly hours. He also alleges that his wife accused him of keeping company with Mrs. Squires and attacked him in the street with epithets totally unfit for publication, and saying that if he did not stop keeping company with other men's wives she would tear the clothes off his back. On the cross-examination the plaintiff admitted that since their separation he went to the house of the defendant's mother for the purpose of requesting his wife to visit their child, who was sick.

Mrs. Stoddard, the defendant, testified that on visiting the plaintiff's house in accordance with the request of her husband, she was taunted in a most insulting manner by Mrs. Squires while attending on her sick child, and that upon her husband inviting Mrs. S. to go out with him, she used such expressions as "Ha, ha, my lady, how do you like that?" "Does that gall you?" She admits that she followed him into the street and remonstrated with him, saying, "George you did not treat me so last night; you were very kind to me then." She also denies in the most emphatic manner having used the language attributed to her. Testimony was introduced to show that the plaintiff was fully able to support his wife pending the suit. The plaintiff admitted in his testimony having taken away from his wife, at the time of their separation, a valuable gold watch, which he had given her, which he afterward sold for $50. The Court took the papers.

Thos. H. Hill for defendant; Chas. Spencer for plaintiff.

UNITED STATES COMMISSIONER'S OFFICE.—Nov. 10.—Before Commissioner STILWELL.

AN ALLEGED COUNTERFEITER.

United States agt. Giovanni Demati.

The defendant, who it is alleged is one of a gang of Italian counterfeiters, was arrested on Saturday by one of the Secret Service Division of the Treasury Department. On his person was found $50 in lithograph counterfeit $1 treasury and 50 cents fractional currency notes. He seemed perfectly indifferent about the charge and denied his guilt. The Commissioner committed him for examination on Monday the 12th inst.

SURROGATE'S COURT—Nov. 10.—Before Surrogate TUCKER.

The wills of the following deceased persons have been admitted to probate during the past week: Catharine King, Wm. S. Claude, Jane McK. Fraser, Delia A. Hilger, Mary Sheridan, Sibbel Loines, Champion D. Wright, Fred'k. A. Woodworth, Henry Quantan, James Farley, Ruth Terbell, Charles Vandevoort, Lydia F. W. Felt, John Paret, Thomas H. S. Marshall, Wm. A. Francis, Thos. H. S. Mackrell, Lydia T. W. Felt, John Kehoe.

Letters of Administration have been granted on the estates of Michael Lynch, John Smith, Susan Schuyler, John Geercken, James Walker, Thomas Plunkett, Christian Batsch, Michael Collaghan, Erastus Plato, Robt. Travis, jr., John F. Rodman, Ellen Duignan, Paulus Hartz, Jacob Mal, Georgiana Powers, John Bartels, John H. Powers, John Wasserscheid, Mary McCann and William Biggam.

Letters of Guardianship have been issued to John Haslin, guardian of Mary J. Masterson; Nelson Plato, guardian of Erastus and Ida Plato; G. F. Secchi de Casali, guardian of John B. Pinco; Hugh O'Brien, guardian of Thomas Jones; Amanda G. Weeks, guardian of Harry C. and Louisa M. Weeks; Eleanor Christie, guardian of Eleanor A. Marshall; Owen O'Brien, guardian of Edwin O'Brien.

TO LAW STUDENTS.

The Committee appointed by the Supreme Court to examine candidates for admission to the Bar will meet and proceed with the examinations in the General Term (Supreme Court) Room, on Monday, 19th Nov., inst., at 3 o'clock, p. m.

JOHN B. HASKIN,
EDWARD PATTERSON, } Committee.
JOHN H. HARBETT,

COURT CALENDARS—THIS DAY.

SUPREME COURT — CIRCUIT — PART 1.—Held by Judge JOSEPH L. HANNARD—Court opens at 10 o'clock.—Nos. 2461, Cuser et al. agt. Smith et al.; 2071, Genet agt. Howland et al.; 2092, Appleby agt. The Astor Fire Insurance Co.; 571, Sprague agt. Gregory; 1763, Russell agt. Gelsher; 2167, Lyons agt. The Third-ave. Railroad Co.; 1441, The Oswego Starch Factory agt. Rodriguez; 653, Kane et al. agt. Ford; 1469, Anderson agt. Smith; 2199, Hoech agt. Backer; 730, Schwartz agt. Cleney; 2391, Connelie agt. The Phila. S. Prop. Co.; 771, Borst agt. Donaldson et al.; 787, McFarlane et al. agt. Wood et al.; 2229, Waring et al. agt. The Hoffman Fire Insurance Co.; 1833, Stephens agt. Donaldson; 1352, Kleppenburgh et al. agt. Emmer; 1465, Darling et al. agt. Cruse et al.; 2140, Cobb agt. Cruse et al.; 2425, Phillips agt. Comptroller et al.; Part II.—Held by BELLER, J.—At No. [illegible]—Court opens at 10 o'clock a. m.—Nos. 734, Sackett agt. Whitney; [illegible] Corporation; 2029, The East River Bank agt. Sherman; [illegible] Mulleth agt. Lanahan; 2326, Parmelee agt. Hoffman Fire Insurance Company; 1656, Buckner agt. Oberdorfer; 1694, Wiggin agt. Russell; 1949, O'Donnell agt. Osgood; 2234, Lefferts agt. the Bleecker-st. and F. F. R. R. Co.; 2042, Doran agt. Stevenson; 194, Britton et al. agt. Trinett, &c.; 1238, Hersenhind agt. Tapscott; 482, McCaffrey agt. Lynch, Sheriff; 976, Aset agt. Herbert et al.; 856, Strong agt. Bean; 1176, McGaffney agt. Jeddine et al.; 914, Flint agt. Hillery; 1420, Chrobis agt. Haskell; 1002, Perrine agt. Jordan; 972, Kennedy agt. Randall.

CHAMBERS.—Held by SUTHERLAND, J.—Court opens at 10 a. m.—Reserved Cases.—Nos. 31, Glover agt. Hilton; 51, Corwin agt. Stilwell; 61, Beale et al. agt. Brester; 78, —— agt. ——; 81, Murphy agt. Gross; as The People, &c. agt. The N. R. R. R. Co.; 93, McCann agt. Frank; 102, Myers agt. Ritterman; 109, Lathrop agt. Gamer; 104, Wickes agt. The Same; 105, Sweetser agt. The Same; 107, The W. Alex. & O. R. R. Co. agt. Leary; 117, Fallon agt. Butterfield et al.; 123, Chanlman agt. The O. West ins. Co.; 124, Rohan agt. Rohan. The General call commences at No. 125. GENERAL TERM.—Held by LAWRENCE, P. J., CLERKE and INGRAHAM, J. J.—Court opens at 10½ a. m.—Reserved Cases.—Nos. 15, Fisher agt. Fox et al.; 16, Voltee et al. agt. Martin et al.; 36, Same agt. Same; 37, Hoyt agt. Lozier. Enumerated Calendar.—Nos. 1, Browning et al. agt. James; 2, Ferris agt. Kilmer; 3, Rip-ev agt. Talmadge impleds.; 4, Same agt. Same; 5, New-hurt agt. Michaelis; 6, Robinson agt. Flint; 8, Ford et al. agt. Gardner; 9, Willoughby agt. Lirk et al.; 10, Tiffany agt. Warren et al.; 11, The New-Jersey Railroad Company agt. Lake et al.; Non-enumerated Calendar—Enumerated Calendar continued. Nos. 12, Van Schaick agt. The Third-ave. Railroad Company; 13, Dennison agt. Janeway; 14, Anderson agt. Mears; 15, Acker agt. Flagg; 16, Same agt. Same; 17, Myers agt. Irving impleaded; 18, Leigh agt. Hay; 19, Thorp agt. the No. Coal Company of New-York; 20, Clark, executor, agt. Blakely et al.; 21, Brinck et al. agt. Brown et al. SPECIAL TERM.—Held by Judge PATTEN at No. 73 Duane-st.—Court opens at 10 o'clock a. m.—Demurrers Calendar.—Nos. 5, The F. S. C. National bank agt. Garner; 15, McIntyre agt. Fitch; 26, Flots agt. Osgood et al.; 25, Dunn agt. Dermott, Issues of law and fact.—Nos. 131, Inschnell agt. Eastman et al.; 178, Demnan agt. Newbold et al.; 238, Bell agt. Hall et al.; 239, Same agt. Carrington; 139, Hirsch agt. Alfre; 179, Willing agt. Billing et al.; 189, Monaghan agt. Vincent; 131, Tweton agt. Tweton; 182, Anderson et al. agt. The L. B. Bank et al.; 183, The People &c. agt. Hambrecht; 186, Peppard agt. Hallorans; 185, Pierson agt. Woodworth et al.; 186, Fountain agt. McManus; 187, Wright, executor, agt. Griswold, jr. et al.; 188, Lozell agt. Ayres et al. Issues of fact.

SUPERIOR COURT—PART 1.—Held by Judge BARNARD.—Court opens at 11 o'clock a. m.—Nos. 2679, Cook agt. Hull; 2539, Atwill agt. Blake; 2539, MacBennett agt. Second-ave. Railroad Company; 2241, Wakeman agt. Gowdy; 2477, Bentley et al. agt. Chase; 2599, Bonney et al. agt. Lynch; 1895, Lasche agt. The Comp. Gen. Trans.; 671, Delafield agt. The U. Ferry Co. of Brooklyn; 2691, Byington agt. House et al.; 2567, McIntyre agt. Dayton; 2585, Gorman agt. Liebmen; 2337, The Mayor, &c. agt. Reynolds et al.; 1173, Bierce et al. agt. The F. Fire Ins. Co. of Brooklyn; 1527, Same agt. The Montauk F. Ins. Co. of Brooklyn; 2183, Same agt. The Williamsburgh City Fire Ins. Co.; Part II.—Held by J. JONES.—Court opens at 11 o'clock a. m.—Nos. 2746, Brems agt. Roorke; 2590, Brookman agt. Metcalf; 2810, Ryan agt. Henry, jr., et al.; 2466, Brownell agt. Piper; 2466, Horton agt. Smith; 2316, McDonald agt. Riley; 2875, Rink et al. agt. Guillaume; 2902, Geffney agt. Dougherty; 2774, Stout agt. The F. Nat. Bank of N. Y., substituted for defendant in place of the Greenwich Savings Bank; 2652, Moral agt. Rucks; 1490, Butts et al. agt. Gudeman; 2634, Morgan, by Guardian, agt. Lombardo; 1174, Bierce et al. agt. The Humboldt Fire Ins. Co.; 1849, Same agt. The Indemnity Fire Ins. Co.

COURT OF COMMON PLEAS—PART 1.—Held by BRADY, J.—Court opens at 11 o'clock a. m.—Nos. 1327, Feitigrew agt. Waterbury; 1556, Waterbury agt. Shipman, etc.; 1541, Whitmore agt. Hirsenhind; 1543, Van Dyke agt. Hatch, etc.; 1237, Farrington agt. Robbins; 1546, Cohen agt. Ferris; 1640, McCune et al. agt. Converse et al.; 1649, Schenck agt. Van Horsten; 1640, McGarraham agt. Waters; 1696, Bloomer agt. Watson; 1677, Hutton agt. Taylor et al.; 1221, Marshall, jr., et al. agt. Frank et al.; 1440, Nelson agt. Kidder; 1654, Fomie agt. Burnham, impld.; 1652, Anderson agt. Brett. Part II—Held by CARDOZO, J.—Court opens at 11 o'clock a. m.—Nos. 1700, O'Mara agt. Overbeck; 1622, Norris agt. Stewart, etc.; 1244, McNeill agt. Rogers; 531, Scudder agt. Lessyness; 646, Tallman agt. Clough; 950, The C. Gen. Trans. Co. agt. Wetyes et al; 1682, West agt. Ferris; 1663, Nelson agt. McGee; 1773, Gouand agt. Meranan; 1774, Morange agt. Dubois, etc.; 1775, Montero, etc., agt. The Ind. L. of Sol.; 1776; Smith, etc., agt. Butler; 1778, Deane agt. Lynch, etc.; 1779, McGuire agt. Belden; 1780, Morange agt. The Mayor, etc.

MARINE COURT—TRIAL TERM—Held by ALKER, J.—Court opens at 10 o'clock a. m.—Nos. 29, North agt. Jack; 47, Peck agt. Miller; 50, Putnam agt. Raphael; 57, Clark agt. Grannbert; —, Benner agt. Ferris; —, Roesler agt. Stall; 58, Freeman agt. Edwards; 59, Simpson agt. Riley; 60, Lahey agt. Cole; 61, Welsh agt. Vandervort; 62, Holden agt. Gilpire; 63, Hatford agt. Beecher, &c.; 64, Wilson agt. Fairley; 65, Mielke agt. Harris; 66, C. C. Weeks agt. White; 67, Lee agt. Schultz; 68, Beatty agt. Bernhatz; 69, Wheaton agt. Young; 70, Dunn agt. Kerrigan.

SURROGATE'S COURT.—The following contested issues will be called on Tuesday, 13th: Nos. 1, Will of Frederick Stockdieck, Nov. 15, 1864; 2, Will of Patrick W. Langton, Dec. 29, 1865; 3, Will of Peter Russell, Jan. 31, 1866; 4, Will of Thomas B. Stillman, March 6, 1866; 5, Will of Abraham D. Clement, March 27, 1866; 6, Will of William Freeman, April 3, 1866; 7, Will of Patrick Murphy, April 4, 1866; 8, Will of Margaret Hopper, April 5, 1866; 9, Will of Alexander Duncan, May 14, 1866; 10, Will of Jonathan Joice, May 17, 1866; 11, Will of Catherine McGeffrey, June 8, 1866; 12, Will of James Donnell, June, June 27, 1866; 13, Will of Edward Byron Christy, June 29, 1866; 14, Will of Benjamin Isaacs, July 11, 1866; 15, Will of James Renshaw, July 16, 1866; 16, Will of Howard H. Young, Aug. 9, 1866; 17, Will of Milton Finkle, Sept. 8, 1866; 18, Will of Henry Hyman, Sept. 11, 1866; 19, Administration of Solomon Hart, Sept. 7, 1866; 20, Administration of William Reeden, Oct. 9, 1866; 21, Administration of John G. Probst, Sept. 8, 1866; 22, Administration of Sarah Fowler, Oct. 12, 1866; 23, Guardianship of Gustavus, Emanuel and Eliza Cropper, minors, Oct., 1866; 24, Will of Dorcas Martin, Sept. 15, 1866; 25, Will of Maria S. Phelan, Oct. 10, 1866.

CRIMINAL COURTS.

COURT OF SPECIAL SESSIONS.

[Before Justice Dowling.]

There were many more cases than usually appear on the criminal list of Saturday, which were set down for trial at this Court on Saturday last, the entire calendar footing up fifty-seven cases in all, which were classified as follows: Petit larceny, 23; picking pockets, 2; illegal voting, 4; assault and battery, 20; indecent exposure of person, 2; malicious mischief, 1; suspended cases, 5—total, 57.

AN INDECENT BRUTE.—Perhaps the heading of this paragraph may seem to be a libel on the entire brute creation, for that there ever was an *indecent* brute has never been established. However, a young thing, dressed like a man, and calling itself Dallas Wood, was brought into Court charged by a rather prepossessing young lady, who gave her name as Easy Cama, with indecent exposure of his person at various times before her windows. The testimony went to show that the prisoner had made a practice of walking up and down in the street in full view of her windows, and there making a most unseemly exposure of his person; that the offense had been repeated until it had became unbearable on the part of the inmates of the house thus selected by the defendant, and that at last they caused his arrest. He was found guilty, sent to the Penitentiary for three months, and fined $50.

A "GRAB" THIEF.—John King, while passing at the early hour of 7½ o'clock, a. m., in front of a clothing store in Chatham-st., snatched from the hooks were they were suspended in front of the store, a coat which [illegible] was found on his person. The proof being conclusive, the prisoner was sent to the Penitentiary.

CHARGES OF ILLEGAL VOTING.—Three persons were brought up before the Court on charges of voting illegally last Tuesday. The proof was in every case but one considered incomplete, and but one of the defendants was held for punishment. The first case was that of John Litterly, who was charged by Officer John N. Martin with attempting to vote illegally in the Sixth Precinct of the Eighteenth Ward. The defendant, who is known to the police and the roughs of the Ward as "Black Jack," gave his residence as at No. 119 East Nineteenth-st., but when he was challenged at the polls he refused to swear his vote in, and was therefore arrested by the attendant policeman, on the supposition that he knew his vote to be fraudulent. When the policeman pleaded in extenuation of the arrest, his instructions from Police Headquarters, Justice Dowling said: "No matter what your instructions were. This Court considers that instructions were given out from Police Headquarters, and things were said, which reflected on every magistrate and judicial officer in all the city. While this Court will at all times sustain all officers, and endeavor to carry out the instructions of the Police Commissioners so far as they are consistent with the law of the land, it must still be understood that the orders issued on that day to the Police Force will not be considered binding on this Court." The landlady of the house, No. 119 East Nineteenth-st., was introduced to show that the prisoner was not at the time he registered his name a resident of that house, though he had been a boarder there several months before.

In defense, the prisoner said that he is a sailor, and that when he registered his name he gave the number and street of his last residence in the city. As the Registrars would not of course accept a man's ship as his place of residence, this plea was held to be good by the Court, and the prisoner was discharged.

CASE No. 2.—Lewis Smith was accused by Officer John Butcher with trying illegally to vote in the VIth Election District of the Sixteenth Ward, at No. 220 Seventh-ave. The defendant gave his residence as No. 71 West Twenty-fourth-st. The officer was positive that the prisoner did not live there; but as he (the officer) failed to introduce the landlord or keeper of the house to prove the fact, the complaint fell to the ground and the prisoner was discharged.

CASE No. 3.—John Reardon was charged by Policeman John J. Taylor with attempting to vote illegally in the XVth District of the Eighteenth Ward, in Avenue A, between Fourteenth and Fifteenth-sts. The proof in this case was considered more complete than either of the others and the prisoner was found guilty and remanded for sentence.

STEALING LEATHER.—Christian Schribener went into the store of Mr. Samuel W. Baldwin and asked to be permitted to examine a Directory. The favor was granted him and he was permitted to examine the book at his leisure. Instead of being properly grateful for the courtesy, however, as he went out of the store the prisoner seized two sides of patent leather, which he endeavored to conceal under his coat. Mr. Baldwin saw the theft and at once charged the culprit with it, whereupon that peccant individual threw down the stolen property and started to run away. Mr. Baldwin pursued, captured and gave the thief in charge of an officer. The prisoner could make no defence worthy of the slightest attention, and was therefore found guilty and sentenced to the Island for six months.

ASSAULTING A DUTCHMAN.—Mr. Wolfgang Shreick accused Mr. John O'Brien of assaulting and beating him without any provocation. The testimony of the complainant was given in these words: "He jump on mine cart, and he fire me right between the two eyes mit his hand; then he goes away again; then he comes back some more; then he jumps again on mine cart; then he again fire me in mine stomach mit his fist hand; then he goes away a few more sometime a little; then he some more come in a little while back again; then he fire me in the eye with the middle-board of him wagon; then some more he go