CHOLERA IN THE LOWER BAY.

RECORD FOR THE YEAR—WHAT THE COMMISSIONERS OF QUARANTINE WILL RECOMMEND.

The first annual report of the Metropolitan Board of Health is a sealed book, and cannot be handled by any newspaper until Gov. Fenton shall choose to make it public. But THE TRIBUNE, in advance of its cotemporaries, is enabled to unlock that part of the coveted volume which relates to Cholera in the Lower Bay.

When on the 18th of April last, the National Steam Navigation Company's steamship Virginia arrived with the dread malady on Board, the Health Commissioners were tempted to preserve silence and do their work of "stamping out" unseen. But better counsels prevailed, and it was resolved that the public should know the worst, it being held that a daily publication of the actual facts would effectually silence gossip and serve rather to establish confidence than to create alarm. But even in June, when the Cholera death record had reached its maximum, the usually accurate Registrar of Records declined to characterize it as an epidemic; but told us, week after week, how many cases of sporadic cholera the Sanitary Inspectors had found within the boundaries of the Metropolitan District. Now, however, it is confessed that we have endured a visitation of epidemic cholera, which, in the language of the well-informed Corresponding Secretary of the Metropolitan Board of Health, "killed about 1,200 persons in New-York and Brooklyn, and 165 on shipboard and in the lower bay. The visitation has been less alarming than in former years of epidemic, probably because of the timely action of our health authorities in cleansing the city, and inducing its inhabitants to keep themselves and their surroundings clean. Cholera appeared here earlier this year than in any former year except 1854, when it was reported on the 6th of January; but as in that year it was fatal in only two instances, the year may as well be omitted from any statistics bearing upon the usual course of the malady. In 1832, it first appeared on the 16th of July, and exhibited a mortality list of 3,513 names; the first appearance in 1849 was on the 27th of May, and the mortality was 5,071, and in 1854 it was first reported on the 16th of May, and did not leave us until 2,509 persons had fallen its victims.

THE MALADY IN THE LOWER BAY.

Since the cholera ship Falcon has been anchored in Gravesend Bay, the journey to her decks is not the considerable undertaking that it was when she lay out five or six miles from land, and our reporters, therefore, experienced little difficulty in securing tidings from her officers down to yesterday at noon. The ship is in good condition, and has no sickness of any kind on board. Her records enable us to make the following table, showing the names and other facts relating to the infected vessels which have arrived at this port this year:

Date of Arrival.	Name of Vessel.	Name of Captains.	Port of Departure.	Days Passage.	No. of Passengers. Cabin.	No. of Passengers. Steerage.	Officers & Crew.	Deaths.	Cases of Cholera on Passage. Died.	Cases of Cholera in Quarantine. Recovered.	Other Diseases on Passage. Deaths.	Other Diseases in Quarantine. Deaths.
April 16	Virginia, s. s.	Vance	Liverpool	14	14	1028	110	31	60	93	57	10
April 30	England, s. s.	Grace	Liverpool	21	17	1302	102	250			102	10
May 29	Palmer	Palmer	Liverpool	16		434	47	24	32	15	52	10
May 30	Pereire, s. s.	Dalton	Liverpool	14		752	76	36	50	1	102	10
Aug. 12	Saxonia, s. s.	Salmon	Liverpool	15	52	156	108	4	14	15	2	1
Aug. 16	Bavaria, s. s.	Louis	Hamburg	14		113	113	2	3	3	1	1
Sept. 16	Johan Martin, bark	Martin	Antwerp	62		250	28	1	1	1	1	1
Sept. 26	Belmont, ship	Bellamy	Havre	29		188	28	1	1	1	1	1
Oct. 2	Helvetia, s. s.	Lang	Liverpool	12		277	113	50	50	15	15	6
Oct. 25	Isaac Webb, ship	Stovell	Liverpool	36		183	46	11	11	1	1	1
Oct. 31	Frederickshamn, bark	Hansen	Hamburg	43		266	28	3	3	1	1	1
Nov. 1	Herschell, ship	Freeman	London	31		101	28	3	3	1	1	1
Nov. 1	Yorktown, ship	Driver	Liverpool	31		469	28	3	3	1	1	1
Nov. 2	Florida, s. s.	Baker	Havre	16		353	102	50	50	15	15	6
Nov. 8	Mosart, bark	Boussenot	Havre	10	4	201	33	11	11	1	1	1
Nov. 10	John Bertram, ship	Hatfield	Liverpool	35		172	28	11	11	1	1	1
Nov. 12	Washington bark	Petersen	Hamburg	42		201	28	11	11	1	1	1
Nov. 14	Perry, ship	Stetson	Havre	32		172	28	11	11	1	1	1
Nov. 21	Mercury, ship	Pick	Hamburg	35		201	28	11	11	1	1	1
Total						7446	967	498	268	156	752	111

Died from cholera during passage of all the foregoing-named vessels 485
Died from other diseases during passage of all the foregoing-named vessels 101
Died on board above-named vessels in quarantine 43
Of whom were cholera patients 33
Admissions on board the Falcon, with cholera ..... [illegible]
Admissions on board the Falcon, with other diseases ..... [illegible]
Discharged from the Falcon 383
Died on board hospital-ship Falcon 206
Of whom were cholera patients 186
Percentage of deaths from cholera in hospital 51

The table showing the number of days of detention of ships and passengers requires one word of explanation. The ship Herschell is reported as having 18 deaths from cholera, and yet she and her passengers were quarantined but a single day. These 18 deaths occurred soon after her departure from Hamburg, and as she was 43 days in crossing the ocean her officers had ample time for cleansing her and putting her in fit condition to enter port, so that on her arrival it was necessary only that the health officer should verify her officer's reports, and this he was able to do in a day. The same remark is true of other vessels named above.

PREPARATIONS FOR WARDING OFF THE MALADY.

Two years ago Gov. Fenton constituted Messrs. Alban P. Mann and Jackson S. Schultz and Dr. John Swinburne a commission to select a proper site for a quarantine, and they, after a careful survey of the harbor, recommended that Government warehouses for the storage of "goods known to be infected" be erected immediately on the westerly shore of Sandy Hook, at the Horse-Shoe Bay, and that another warehouse, for the reception of *all other goods subject to detention at quarantine*, be situated elsewhere. This report was based upon one which had been made by Jefferson Davis's Commissioners on Harbor Encroachments, namely: Gen. Joseph G. Totten, Chief-Engineer; A. D. Bache, U. S. Coast Survey, and Charles H. Davis, Commander, U. S. Navy, wherein it was recited that "From Horseshoe Cape to the Ocean House, on the continuation of Sandy Hook Peninsula, is more than 4 miles, and nature and law have given up this part of the coast to other uses than settlement by individuals for profit or pleasure. It is more than 24 miles from the same cape to the nearest point on the shore of New-Jersey, at the foot of the Neversink Hills. No extensive structures, such as piers or breakwaters, are necessary to make this anchorage safe; is there any necessity for excavations to make it commodious."

But New-Jersey, in the full light of the fact that her own shores in the neighborhood of New-York were becoming populous, and that the interests of her people must be identical with those of the inhabitants of New-York, delves into the records and made the important discovery that she had ceded the northern end of Sandy Hook to the Government of the United States *for military uses only*; and she thereupon enjoined the General Government from converting the place into a Quarantine; and thus, on the very spot which nature prepared for a hospital site, the Quarantine Commissioners were forbidden to build.

Defeated by New-Jersey, the Quarantine Commissioners of 1858 appealed to the Legislature of New-York, and that body, in 1863, passed an act authorizing the establishing of a Quarantine, but carefully provided that it should not be erected on Long Island, Staten Island, or Coney Island. It is only necessary to add that the only other territory in this region over which the State of New-York has jurisdiction is the City of New-York, and the only matter of wonder in connection with this astute legislation is that the Legislature did not designate the City Hall as the building wherein we might shelter our yellow fever and cholera patients. Under this legislation the Commissioners twice found themselves unable to grapple with pestilence in the Bay, and if we should assert that once, when field ice was moving down the North River and threatening to send every ship therein to the bottom, a pest-vessel was moored at one of our piers and secretly guarded by the police until her passengers and crew had recovered, we should show New-York how fearfully she has been imperiled because of the absence of a proper quarantine in or near the Lower Bay.

THE LEGISLATURE AND CONGRESS ENLIGHTENED.

Such startling facts as that at which we have hinted above were known to the initiated few, and when they were introduced on the floors of Congress and in the Assembly of 1866 they produced, as might naturally be inferred, a profound impression. Congress was petitioned for aid, and it was shown that while the Port of New-York has paid three-fifths of the hospital dues that are collected in the entire country, she has not a solitary hospital for the treatment of sick or disabled American seamen. It needed little persuasion to induce Congress to apply a remedy, and this that body did by appropriating $400,000 to carry out the following suggestions, which were made by Dr. Swinburne in his last report to the Quarantine Commissioners, suggestions upon which the Legislature of 1866 acted by applying $400,000 in addition to the sum which had been appropriated by Congress. Dr. Swinburne said:

"In view of the wants herein suggested, I do therefore recommend:

"*First:* That section 8 of chapter 613, Laws of 1865, be so amended as to enable and direct the Commissioners of Emigration to carry out the intended provisions of that section, and to make it obligatory upon the health officer to send well passengers, in the cases mentioned in the section, to the charge of such Commissioners.

"*Second:* That temporary provision be made for those found in quarantine afflicted with *cholera* during the coming season.

"*Third:* That temporary provision be also made for the separate detention of well passengers who shall have been exposed to the latter disease during such season.

"*Fourth:* The erection of permanent structures in the form of bulkheads, inclosing a wet basin, and with substantial buildings erected on such structures of sufficient capacity for hospitals, residences for officers and men, depots for the detention of well passengers, and places for cleansing their personal effects; such buildings to be at sufficient distance from each other for all sanitary purposes, which improvements should be made as soon as practicable, and be used permanently in lieu of hospital vessels and hulks.

"In choice of localities for the erection of these structures, viz., West Bank, I am influenced by all the reasons stated in my previous report, to which I respectfully refer for an exposition of many strong arguments in favor of the selection of this position, and the feasibility of its being appropriated for the purposes indicated.

"It may be added here that the point indicated therein for use for this purpose is one mile and a half (instead of one mile), from the nearest shore, and at least two miles from the nearest dwelling. And I may add, further, that I am advised by pilots and others whose opinions are entitled to great weight, that, instead of such erections at that point having a tendency to injure the channel, it will rather be improved by the aid of this breakwater. This accords with my own views upon the subject; and I am sustained therein by the concurrence of Geo. W. Blunt, esq., President of the Harbor Commissioners, whose investigations in and about the harbor of New-York have been of so extended and exhaustive a nature as to entitle his opinion to the most unqualified confidence.

"Another material advantage in the selection of this location for the erection of the structures advised, is found in the fact that it afforded ample space for the erection of all these improvements, at such distances from each other as to afford opportunity for the most faithful compliance with the quarantine laws and the most rigid administration of sanitary regulations, and yet in such proximity to each other as to enable our superintendent, without inconvenience, to assume charge of and successfully control the whole quarantine establishment for the lower bay. Then, too, if this point should be selected, and these improvements made, the grounds and docks might be so extended as in time to allow the surrender of the present boarding station in the upper bay, if deemed advisable, and to confine the entire quarantine establishment within the boundaries of the lower bay."

As we have indicated above, the last Legislature passed an act substantially embodying the foregoing practical suggestions, and one day last week the Quarantine Commissioners sunk the first ballast-boxes for bulkhead foundations on West Bank. Should any reader who is unacquainted with New-York harbor be curious to know the precise site of the quarantine that is to be, he has only to look for the stranded hulk about two miles south of the light at the forts on Staten Island.

THE BOARD OF HEALTH CREATED.

The same Legislature which gladdened Dr. Swinburne's heart by authorizing the erection of a quarantine on West Bank, created the Metropolitan Board of Health. That body had barely completed its organization and enacted its code of ordinances when the first cholera ship arrived. It then became imperative that the Quarantine Commissioners and the Health Board should be a unit. But when the united Boards came to cast about for means wherewith to combat the unwelcome visitor, they found their hands tied. Mr. Schultz appealed to the Secretary of the Navy, and that functionary gave him the rotten old steamship Illinois. Other hulks were anchored near the Falcon, and the Health Commissioners thus went to work to fight cholera as best they might. But it soon became manifest that if they would save life they must have dry land whereon to house the sufferers, then packed like herrings in the cots of the Falcon and her consorts. Coney Island, next best after Sandy Hook, was naturally suggested, but the farmers and fishermen of Gravesend, who own and control that barren, dismal heap of sand, enjoined the Commissioners before they had snuffed the sea-breeze in Gravesend Bay. The Commissioners next bethought themselves of the State property at Seguine's Point—property which was purchased soon after the diabolical incendiarism at the Upper Quarantine in 1858, and whence already one quarantine establishment had been swept by the incendiary torch. Thither, at length, the Health Board went, their expedition of 50 policemen, under Captain (now Inspector) George W. Walling, President Jackson S. Schultz, and Sanitary Superintendent E. B. Dalton, starting out at nightfall from the Battery, in the harbor steamboat Deer, piloted by Captain J. W. Hartt. The police force landed and were met by the Islanders, who threatened vociferously and were not choice in their epithets. The police held the Point a month, the Board of Health expended about $40,000; Deputy Health-Officer Bissell was enabled to land and bury a score or more of bodies in the State Cholera Burial Grounds near the Seguine's Point buildings; the Staten Islanders invested about $10,000 in law, and duly and doubly enjoined the Board of Health; it was clearly demonstrated that the latter could do nothing for the perishing patients on shipboard, who so sorely stood in need of dry land for their feet and pure air for their nostrils; the police were quietly borne back to the city; the Seguine's Point buildings were surrendered to the tallow-chandler who owned them and was anxious to sell—and thus closed the history of Quarantine establishments on Staten Island—a series of experiments which have cost the State upward of $300,000.

WHAT IS REQUIRED.

Conversations here and there among gentlemen who ought to know the contents of the Health Board's Report, so far assure us that we may confidently assert that the Commissioners urge the Legislature to empower them to seize by the right of eminent domain a suitable spot on the borders of the Bay whereon they may keep, in time of pestilence, the convalescent and well passengers who may arrive in infected ships; and the Commissioners will ask that the act be so framed as to enable them permanently to retain such spot as they may seize; for when the new hospitals and store-houses shall have risen out of the waters which now cover West Bank, there will still be needed warehouses elsewhere for the storage of non-infected goods, and comfortable dwellings for those well passengers who may, perchance, have the seeds of contagious disease in their garments or about their persons, and who, consequently, must suffer the imprisonment of quarantine.

The Secretary of the Treasury has been addressed, and informed that "there is no provision for the cure and treatment of sailors suffering from contagious or infectious diseases in this port. The whole system (adds the author of the letter to Mr. McCulloch) requires remodeling. It is a notorious fact that the Seamen's Retreat will soon be closed unless some different plan be adopted for its continuance, as it has already borrowed to the verge of bankruptcy." The author urges the enactment by Congress of a law establishing a uniform tax upon seafaring men, for the support of marine hospitals throughout the State, and especially at this port, where there has been no hospital for seamen since the destruction of the marine hospital on Staten Island in 1858. We further quote Mr. McCulloch's correspondent as follows:

"The importance which attaches to this harbor cannot be overestimated, and the extreme difficulty of obtaining a sufficient appropriation from the State Legislature for carrying on a proper Quarantine and Hospital establishment with the facilities at present obtainable can scarcely be imagined. Since the Commissioners of Emigration were devoided from Quarantine, the State has constantly made large yearly appropriations for the support of the Quarantine establishment, and it is due to the State that this matter should receive a proper adjustment. You know that the thousands of dollars accruing annually from the per capitum tax on sailors *was mainly lavished on marine hospitals in other ports, while the sick of this port were left to become paupers or burdens upon the city of State of New-York.*"

CONCLUSION.

It is assumed that cholera was introduced here by seemingly well passengers, either with the germ of the malady in their system or with the poison in their luggage or clothing, and on this point Mr. McCulloch's correspondent remarks as follows:

"Provision should be made for the proper cleansing of baggage, dunnage, beds and body clothing, and the persons of all emigrants coming to the country, and particularly during the prevalence of cholera, ship-fever or small-pox; and, in order to make this effective, would it not be proper that uniform regulations be established? The ports of Boston, Philadelphia, New-Orleans, Baltimore and New-York are the principal ones for our Government to restrict. Quebec stands ready to cooperate with the States in this matter. I suggest this necessity, since evidence is not wanting to show most conclusively that if this cleansing process could have been carried out during the past season, *the West would have been saved the terrible scourge of cholera. It is believed that the epidemic of this year was transported through the country, locked up in foul, pestiferous beds, trunks, boxes, &c., this remaining short tenth, brought in contact with a proper atmosphere for its germination, it only required almost ad infinitum.* This pabulum is produced by heat, moisture, human exhalations, and the like—say in tenement houses."

THE PUBLIC HEALTH.

MORTALITY OF THE WEEK—REPORT OF DR. HARRIS.

The following weekly report was yesterday submitted to the Board of Health by the Registrar of Statistics:

METROPOLITAN BOARD OF HEALTH,
BUREAU OF RECORDS AND VITAL STATISTICS, Dec. 26, 1866.

In the week ending Dec. 22 there were 378 deaths in New-York, including 53 in the Institutions. There were 129 deaths in Brooklyn. This is an unusually low mortality for this season in New-York—exclusive of 24 deaths in the Island Institutions, the yearly rate, 25 1-3 in Brooklyn, 11 per 1,000 zymotic diseases killed 78 persons, or 20.64 of all that died during the week in New-York, while in Brooklyn the same disease destroyed only 17, or 13.18 per cent of all. Scarlet continues to be a prominent disease in this class. It was fatal in 23 cases in New-York, and in 6 cases in Brooklyn. Typhus and typhoid fever destroyed but 8 lives in the two cities. Fatal diarrheal diseases have nearly disappeared from both cities. There were 37 deaths in the first year of infancy in New-York, and 170 in children of four years and under, which is as 23 and 45 per cent respectively of the total mortality. In Brooklyn the same periods in childhood suffered 14.30 and 41.08 per cent of the total, in a much lower gradual rate of mortality. The coroners of New-York return verdicts in 41 cases of violent and sudden deaths, 11 of which were by burning. In two weeks the Bureau has received the Coroners' returns upon 25 deaths from this one cause. Had the Atlantic Cable [illegible] that 24 Hindoo widows perished by voluntary burning last week, the people of this city would send protests against such wanton destruction of life. But New-York has destroyed not 24 fanatical and useless females, but 24 industrious and useful fathers, mothers and children.

E. HARRIS, Registrar.

The following is a recapitulation of ages, sexes and nativities of persons that died in New-York and Brooklyn for the week ending Dec. 22, 1866:

NEW-YORK—Men, 50; women, 25; boys, 112; girls, 90; total, 378. Nativities—British America, 3; England, 8; Germany, 38; Holland, 1; Ireland, 78; Scotland, 3; Switzerland, 2; United States, 245; total, 378.

BROOKLYN—Nativities—British America, [illegible]; England, 6; Germany, 5; Holland, 1; Ireland, 29; United States, 85; Wales, 1; West Indies, 1; total, 129.

CRIMINAL COURTS.

THE TOMBS POLICE COURT.
[Before Justice Dowling.]

A CAPTOR OF BOOTH.—John Adolph Singer, at one time attached to the 16th New-York Cavalry, yesterday appeared at the Tombs Police Court for the purpose of having some papers signed by the magistrate. Singer was one of Lieut. Doherty's command at the time John Wilkes Booth was captured by them in Virginia after his murder of President Lincoln. He has already received from the War Department $1,700, his share of the amount awarded by Congress to the captors of the assassin, and he is now about to put in a claim for a portion of the reward of $20,000 offered by some of the patriotic citizens of Washington for the arrest of Booth. Singer is a native of Germany, aged 28 years. He served in the above regiment for four years during the war, and at its close was honorably discharged, having passed unscathed through numbers of skirmishes and battles.

DESTITUTE.—Yesterday the widow of Harry Lazarus, who was murdered on the morning of January 3, 1865, in his saloon in East Houston-st., by Bernard Friery, appeared before Justice Dowling, and requested that her little son John, might be taken care of, as she was in destitute circumstances and unable to provide for him. The little fellow was sent to the Commissioners of Charities and Corrections, and by them placed in one of our charitable institutions.

THE PROPRIETOR OF A GAMBLING HOUSE IN TROUBLE.—Yesterday Dectective Wooldridge of the Sixth Precinct arrested Charles Elliott, *alias* Miles, on the complaint of Mr. Henry Fish, doing business at No. 6 State-st. The police state that Miles is the proprietor of a gaming establishment at No. 848 Broadway; and they also allege that the game he played is not an "honest" one—in fact, that it is what is technically termed among sporting men a "skin game." Mr. Fish states that on November 1, at one sitting, at the game of "faro," the prisoner won from him $150. Justice Dowling held the prisoner to bail in the sum of $1,000 to answer the charge of keeping a gaming house.

A DISHONEST CLERK.—James W. Phillips, recently a clerk in the employ of A. T. Stewart & Co., was yesterday arrested by Detective Wooldridge of the Sixth Precinct, on the complaint of Mr. Charles Harrison, also in the employ of the above firm. The complainant states that on the 20th inst. the accused was sent with a package of goods, valued at $407 54, to No. 134 Bleecker-st., and told to collect the bill for the same. This was done, but instead of accounting for the money on his return to the store, it is alleged that Phillips appropriated it to his own use. The accused says he received the money, but subsequently lost it. Justice Dowling committed him.

JEFFERSON MARKET POLICE COURT.
[Before Justice Ledwith.]

KNOCKED DOWN AND ROBBED.—At an early hour yesterday morning while Mr. John Biggins of No. 398 Second-ave. was walking along Twenty-third-st., he was met by a man named John Keeler, who knocked him down and then delivered him of his watch, which is valued at $20. Keeler was soon after arrested, and, being brought before Justice Ledwith, was committed for trial without bail.

DEALING AT FARO.—On the complaint of Officer Charles D. Immen of the Fifteenth Precinct, Thomas Shedd was yesterday brought before Justice Ledwith, charged with being a dealer at the game of faro at No. 676 Broadway. Shedd gave bail in $500 to appear when called on.

BURGLARY.—On Monday night, the premises, No. 285 West Twenty-seventh-st., occupied by Mr. George Hewison as a grocery, were burglariously entered and a chest of tea and a quantity of tobacco, valued at $40 were carried away. A man who calls himself Constantine McPoland was seen leaving the store with the chest of tea on his shoulder some time between 1 and 2 o'clock, and McPoland was yesterday brought up on the charge. He was committed without trial.

GRAND LARCENY.—Mr. Henry S. Thompson of No. 682 Broadway alleges that he was robbed, on Saturday night last by Catharine Furguson, of a gold watch valued at $160, a gold pencil valued at 50, and United States notes and currency to the amount of $90. She was yesterday brought before Justice Ledwith, charged with this theft, and committed to answer at the Court of General Sessions, in default of $1,000 bail.

ESSEX MARKET POLICE COURT.
[Before Justice Shanley.]

A MAN SHOT AT.—William Roth of No. 143 Sixth-ave. was yesterday brought before Justice Shandley on the charge of having fired a pistol at Frederick Weber, the ball taking effect in the head. No serious injury was sustained. Roth gave bail to appear.

COMPLAINTS AGAINST CITY RAILROADS.

The annual report of the Corporation Attorney contains the following remarks in relation to the complaints brought by the Police against city railroad companies for running cars without licenses:

When I entered upon the duties of this office, in January last, I found that a large number of suits, which had been for a long time pending against the Third Avenue Railroad Company for running their passenger cars without a proper certificate of license, had just been disposed of adversely to the city. The Court of Appeals having recently decided in similar cases against the same company, and also against the Second Avenue Railroad Company, that said companies having been formed before the passage of the ordinance in question, were not liable to the license fees or penalties imposed thereby, all actions then pending against the said companies on a similar cause of action were dismissed.

Since that time I have instituted suits against the following-named Companies, organized and incorporated since the passage of the ordinance in question, to recover penalties for violating the said ordinance, by running their cars without certificates of license, viz.: The Broadway and Seventh-ave. Railroad Company, the Bleecker-st. and Fulton Ferry Railroad Company, the Forty-second-st. and Grand-st. Ferry Railroad Company, the Dry Dock, East Broadway and Battery Railroad Company. These actions are now at issue, and have been placed on the calendar of the Court of Common Pleas.

I have arranged with Mr. Potter, counsel for the Third-ave. Railroad Company, to make a case for submission to the General Term predicated on the liability of said Company to pay the license fee imposed by a prior ordinance, which is still in force, and under which I believe the said Company to be liable.

In the month of November I caused two actions to be instituted against the Dry Dock, East Broadway and Battery Railroad Company to recover penalties incurred by them for taking up and removing the pavements in Broadway, between Fulton and Ann-sts., and in encumbering the street at that point. The Company claim to have acquired from the Legislature the right to lay a track and run their cars at that place, and that the taking up of the pavement and the encumbering of the street were incidental to and necessary for the laying of such track. The Corporation Counsel has, I understand, given an opinion to your Honorable Body adverse to such claim of right. The trial of the suits so commenced by this Bureau will involve the question of construction of the act on which the claim is based, and the result will depend upon the construction which the courts shall determine. The suits are at issue and will be tried shortly.

Similar suits have also been commenced against the New-York and Westchester County Railroad Company for similar violations of law committed in Pearl-st. in the early part of December.

Some of the express companies, as is well known, claim exemption from the payment of license fees for their express wagons used for transporting goods in and through the city.

A test case against the Adams Express Company has been prepared for submission to the General Term of the Court of Common Pleas, and its result will determine the liability of that class of companies in this respect.

UNSOUND FLOUR.

REPORT OF COMMITTEE OF FARMERS' CLUB.

The Committee appointed by the Farmers' Club of the American Institute on the subject of unsound Flour yesterday presented the following Report to the Club:

Your Committee have sought information from persons engaged in the Flour trade, and have conversed with farmers, millers, merchants, dealers, bakers, and many persons interested in having a reliable standard of Superfine Flour, and such a classification of other qualities or grades as shall enable purchasers to select the kind they require.

The Revised Laws published in the year 1836, compiled mainly from former laws, after prescribing the dimensions of the casks, and the branding thereon of the quality of Flour which each contains, and the name of the manufacturers thereof, provides:

"§ 6. Every such cask of wheat flour shall be branded as follows: If of a very superior quality, 'Extra Superfine;' if of a quality now branded 'Superfine,' with the word 'Superfine;' if of a third quality, 'Fine;' if of a fourth quality, 'Fine Middlings;' if of a fifth quality, 'Middlings;' if of a sixth quality, 'Ship Stuffs.'

After referring to Rye Flour and Indian Meal, the law provides:

"§ 9. When the flour and meal has been packed, and the casks branded, according to the preceding provisions, application may be made to an inspector of flour and meal, and it shall be his duty to examine and determine the quality of the flour and meal.

§ 10. It shall be the duty of the inspector,

1. To ascertain by examination the weight of all the casks which he may suspect of being falsely tared;

2. To alter and correct the brands, in all cases where he shall be of opinion that they do not designate the real quality of the flour or meal.

3. To weigh such casks as he shall suspect not to contain the full weight, and if they do not contain the full weight, to brand them with the word 'Light.'

To brand all casks containing flour or meal, so damaged as not to be fit for exportation, with the word "bad." And lastly, on all casks made, branded and packed according to the provisions of this article, to brand in a legible manner on the quarter the initials of his christian name and his surname at full length, together with the name of the county where the inspection has been made.

Your committee recommend that an Inspector of Flour for the city and county of New-York be appointed by the Governor with the consent of the Senate, as prescribed by the revised and other statutes of New-York, published in the year 1836; and that article first of title second of those statutes ("Of the Inspection of Flour and Meal") be taken and adopted generally as the law of the State, and to be enforced under the penalties therein provided.

With regard to the abolition of Inspection laws generally by the Constitution of New-York adopted in the year 1846, the Committee aver that the Inspection laws respecting flour and the appointment of Inspectors of Flour have not been abolished, but have been virtually and substantially reenacted and confirmed by that Constitution. The same sentence which contains the supposed abolition contains also the following provision, with nothing but a semicolon between them: "But nothing in this section contained shall abrogate any office created for the purpose of protecting the public health or the interests of the State in its property, revenue, tolls or purchases, or of supplying the people with correct standards of weights and measures, or shall prevent the creation of any office for such purposes hereafter."

Hence the laws in relation to provisions, to meats, to grain, to flour and meal and to bread, and for the appointment of Inspectors of those articles, are neither abolished nor abrogated, but are liable to be, and ought now to be, strictly enforced.

F. C. TREADWELL, sr., S. E. TODD,
SOLON ROBINSON, N. C. ELY,
J. E. SNODGRASS, W. S. CARPENTER.

BOARD OF SUPERVISORS.

ADDITIONAL APPROPRIATIONS — LEGAL EXPENSES IN THE MATTER OF THE INVESTIGATION AGAINST CONTROLLER BRENNAN.

The Board met at 3 o'clock yesterday afternoon, the President, Henry Smith, esq., in the chair.

By resolution the sum of $15,000 was appropriated under the head of "County contingencies," and $400 under the "Lighting, cleaning, and supplies."

By resolution the Controller was authorized to draw his warrant in favor of James T. Brady and Abram R. Lawrence, jr., for the sum of $2,500 each, for legal services, and of Matthew T. Brennan for $273 90, for legal disbursements in the matter of the investigation before the Commission appointed by Gov. Fenton, in the charges preferred against Controller Brennan.

By resolution the Controller was directed to draw his warrant in favor of District-Attorney Hall for the sum of $3,477 93, for expenses incurred in the District-Attorney's office for the six months ending Dec. 31, 1866.

The salary of John McClusky, First Clerk to the City Judge, was increased to $1,200 per annum.

The Board then adjourned.

CITY NEWS.

A NEW CAR COUPLING.—The ordinary manner of coupling the cars upon a railroad is attended with no little danger and not a few lives have been lost in the act. Going between cars in motion is always an unsafe operation. The recently patented coupling of Mr. J. N. Wallis of Fleming, Cayuga County, N. Y., avoids all this danger, as it is self acting. To detach a car, a brake or lever is moved either from the platform of the car, or from the ground. This raises the pin which confines the link, and in passing out a lug sets it for the next car, whose link invariably enters the bumper and is effectually secured by the falling pin. There are no springs or other complications to get out of order, is readily attached to the ordinary bumper, and the whole thing is so simple, the only wonder is that some shrewd Yankee had not invented it long ago. It is advertised elsewhere.

PERSONAL.—Among the arrivals at the hotels are the Marquis de Moutholon and Baron Portalis, of the French Legation, at the New-York Hotel. Gen. M. L. Littlefield, Philadelphia; Gen. J. J. Brown, U. S. A.; Col. W. D. Mann, U. S. A., and J. A. McKee, U. S. Marshal of New-Orleans, at the Metropolitan. Gen. G. R. Myers, Ogdensburg; Gen. E. F. Noyes, Cincinnati; the Hon. S. F. Wilson, Pennsylvania, and the Hon. T. K. Edgerton, Fort Wayne, at the St. Nicholas. The Hon. F. A. Pike, Maine; Gen. A. S. Buford, Virginia; Gen. T. W. Egan, U. S. A.; Capt. Seton, England, and Judge Inge, San Francisco, at the Fifth Avenue Hotel. Judge Sherman, Ohio, at the Hoffman House. Gen. Francis Price, and Gov. Price, New-Jersey, at the St. Denis Hotel. Judge Curtis, Boston, at the Brevoort House. Clifton R. Breckinridge, son of Gen. Breckinridge of Kentucky, and Mayor John M. Orr of Lossburg, Va., at the Southern Hotel. Senator Doolittle of Wisconsin, and Cornelius Wendel, Commissioner of Public Printing, at the Astor House.

[Announcements.]

ELEGANT HOLIDAY HATS
At VAIL'S,
No. 141 Fulton-st.

H. H. H.—Meaning Handsome, Holiday Hats, which of course, suggests the establishments of KNOX, No. 212 and 613 Broadway, where the most elegant styles of gentlemen's hats are always attainable. For the ladies, KNOX is also offering a rich and valuable assortment of Fancy Furs. Deal at KNOX'S.

HOLIDAY SLIPPERS.—CANTRELL'S elegantly embroidered SLIPPERS are just the kind of presents that sensible people appreciate. CANTRELL has a superior stock. Call at his store, No. 613 Broadway.

OUR SPECIALTY
FOR
DECEMBER.
FRIEZE
OVERCOATS
FOR
SIXTEEN DOLLARS.
DEVLIN & Co.

SCHILBERG'S GERMAN OINTMENT.—Warranted a certain cure, without the slightest danger, for piles, old wounds, scrofula, salt rheum, all bone and skin diseases, &c. For sale at No. 95 Bowery, and by all the principal druggists.

STEINWAY & SONS,
GRAND, SQUARE AND UPRIGHT
PIANO-FORTES,

Have taken 55 First Premiums at the Principal Fairs held in this country within the last ten years, and also were awarded a First Prize Medal at the Great International Exhibition in London, 1862, in competition with 269 Pianos from all parts of the World.

That the great superiority of these instruments is now universally conceded is proven by the FACT that Messrs. Steinways' "scales, improvements, and peculiarities of construction" have been copied by the great majority of the manufacturers of both hemispheres (AS CLOSELY AS COULD BE DONE WITHOUT INFRINGEMENT OF PATENT-RIGHTS), and that their instruments are used by the most eminent pianists of Europe and America, who prefer them for their own public and private use whenever accessible.

Every Piano is constructed with their "Patent Agraffe Arrangement" APPLIED DIRECTLY TO THE FULL IRON FRAME.

STEINWAY & SONS direct special attention to their newly-invented "UPRIGHT" PIANOS, with their "PATENT RESONATOR" and DOUBLE Iron Frame, patented June 5, 1866. This invention consists in providing the instrument (in addition to the iron frame in FRONT of the soundboard) with an iron brace frame in the REAR of it, both frames being cast in ONE PIECE, thereby imparting a solidity of construction and capacity of standing in tune never before attained in that class of instrument.

The soundboard is supported between the two frames by an apparatus regulating its tension, so that the greatest possible degree of sound-producing capacity is obtained and regulated to the nicest desirable point.

The great volume and exquisite quality of tone, as well as elasticity and promptness of action, of these new Upright Pianos, have elicited the unqualified admiration of the musical profession and all who have heard them.

STEINWAY & SONS confidently offer these beautiful instruments to the public, and invite every lover of music to call and examine them.

LETTER FROM THE CELEBRATED EUROPEAN PIANIST
ALEXANDER DREYSCHOCK,
Court Pianist to the Emperor of Russia.
ST. PETERSBURGH, Sept. 29, 1865.

MESSRS. STEINWAY & SONS: I cannot refrain from expressing to you my undiguised admiration of your IN EVERY RESPECT MATCHLESS Grand Pianos (which I used at my last concert in Brunswick), and I desire nothing in the world so much as to be able to perform upon one of these masterpieces here. Send me, therefore, (care of Johann David Hoerle & Co., in St. Petersburgh,) one of your Concert Grand Pianos—of course at most moderate artist's price—and inform me, without delay, in which manner I can best remit the purchase-money to you. Respectfully yours,
ALEXANDER DREYSCHOCK.

LETTER FROM WILLIE PAPE,
Court Pianist to the Royal Family of England.
LONDON, England, Feb. 4, 1866.

MESSRS. STEINWAY & SONS: I am much pleased to see the rapid advances you are making, and the numerous certificates you have so deservedly obtained. Should my humble opinion be of any weight, you may add that I give my VERY HUNDREDTH Pianoforte recital at Cheltenham, on the 16th of this month, since my arrival here; that during my four annual visits to Paris, I have used the Grand Pianos of all the first European manufacturers, but have found NO INSTRUMENT EQUAL TO THE ONE I PURCHASED OF YOU. In fact, I consider one of your finest Square Pianos equal to any one of the Grand Pianos manufactured here. Truly yours,
WILLIE B. PAPE,
Pianist to H. R. H. the Princess of Wales.

STEINWAY & SONS' PIANOS are the only American Instruments exported to Europe in large numbers and actually used by the great Pianists in European concert rooms.

WAREROOMS:
FIRST FLOOR OF STEINWAY HALL,
NOS. 71 AND 73 EAST FOURTEENTH-ST.,
Between Fourth-ave. and Irving-place,
NEW-YORK.

CHICKERING & SONS
GRAND, SQUARE AND UPRIGHT
PIANOS

Have been awarded SIXTY-FIVE FIRST PREMIUMS, Gold and Silver Medals, OVER ALL COMPETITORS at the principal fairs in this country, and a PRIZE MEDAL AT THE WORLD'S FAIR, LONDON, in competition with the best makers of this country and Europe.

THAT THE GREAT SUPERIORITY OF THESE PIANOS is still universally conceded is abundantly proved by the very flattering others and testimonials received during the past few months from the MOST CELEBRATED PIANO-FORTE MAKERS AND LEADING ARTISTS OF EUROPE. Among others may be mentioned:

Mr. H. F. BROADWOOD, firm of Broadwood & Sons, London.
Mr. C. D. COLLARD, firm of Collard & Collard, London.

Mlle. A. Goddard,	L. Moscheles,	Rene Favarger,
Chas. Halle,	Al