THE QUARANTINE TROUBLES.

CORRESPONDENCE BETWEEN THE SECRETARY OF THE TREASURY, COLLECTOR SMYTH, SURVEYOR WAKEMAN, AND THE COUNSEL FOR THE QUARANTINE COMMISSIONERS — THE DIFFICULTY NOT ADJUSTED — THE PACIFIC MAIL STEAMSHIP HENRY CHAUNCEY.

On Tuesday of last week we gave our readers an exclusive report of the details of a controversy between the Custom-House authorities and the Quarantine officials. Notwithstanding there has been considerable correspondence between the various departments the rupture still exists, to the serious inconvenience of commerce, and to the traveling public who may chance to be passengers in a vessel arriving from an infected port. Various causes have been given as to the origin of the difficulty, one of which was supposed to have been a personal collision between the Health Officer and the Collector of the Port, growing out of a difficulty which occurred last Summer, in which the Collector, in a letter to Gov. Fenton, complained of the "[illegible] conduct and illegal pretenses" of the Health Officer, accompanying which was a petition of several leading merchants of this city, praying for the discontinuance of certain alleged abuses in connection with the detention of their vessels in Quarantine. The Collector's communication was referred by the Governor to Dr. Swinburne for an explanation in reference to the alleged charges. The Health Officer, in a lengthy communication, gave his version of the difficulty, in which he quoted various acts passed by the Legislature defining the duties of the Quarantine officials. He also charged the Collector with a "gross and unauthorized interference with the exclusive duties and prerogatives of the office of the Quarantine establishment." The remarks of the Health Officer elicited the following reply from Gov. Fenton in answer to the communication of Collector Smyth:

STATE OF NEW-YORK, EXECUTIVE DEPARTMENT, ALBANY, Sept. 21, 1866.

DEAR SIR: I have the honor to acknowledge the receipt of your communication of the 8th inst., accompanied by the petition of several merchants of the city of New-York, complaining of the manner in which the duties of the Quarantine Department of the State have been in various instances discharged. I assume that, in sending me the communication, you did so in the belief that it belonged to the Executive of the State to direct the officers of the Quarantine Department in the discharge of their responsible and complicated duties; and I have carefully examined to see how far I am at liberty to interfere with their action. The result of this examination is that I do not find that the Executive Department of the State has any power whatever to supervise or interfere with the action of the Commissioners of Quarantine, or the Health Officer, in the discharge of their respective duties. The Department of Quarantine is an entirely independent department, regulated by statutes, and the duties of its several officers defined; and they are responsible for their faithful discharge. If they fail to discharge them, or improperly exercise their authority, there is doubtless some remedy, but it clearly is not with the Executive to apply it. It is a matter of regret that any differences should exist between the Department of Quarantine and the Revenue officers of the United States in respect to the detention of vessels or the discharge of their cargoes, and I express the hope that further reflection will harmonize all matters of disagreement. I cannot but think it has happened, in some instances, that vessels have been detained at Quarantine longer than their consignees or owners thought necessary; it is due to the danger that has threatened the public health and the vigilance of the Quarantine Department to preserve it, rather than to any desire to use a power or to prejudice the commercial interests of the City of New-York.

Very respectfully yours, R. E. FENTON.

The Hon. HENRY SMYTH, Collector of the Port of New-York.

It is maintained by the Custom House authorities that the difficulty was occasioned by the Health Officer attempting to violate the Revenue laws, inasmuch as he attempted to land the passengers and baggage of the steamer Fah Kee, which had been detained in the Lower Bay, she having arrived from an infected port, in consequence of which she was seized by Deputy Surveyor Webster at the Barge Office Dock and detained, after which she was released and her passengers with their baggage were allowed to land. On the day following the seizure Mr. Henry W. Johnson, counsel to the Board of Commissioners of Quarantine, forwarded a communication to the Secretary of the Treasury in which he stated that the Board had just been informed that an order had been issued by the Collector, or one of his subordinates, that no baggage should hereafter be inspected in Quarantine or landed from any vessel while under quarantine. He referred to the impropriety of the order, which would change a practice which had existed for years, and which had proved so entirely acceptable to the public, and which had never been productive of detriment to the public revenue. The communication closed with a request that the Secretary might issue such instructions to the Collector as would hereafter secure the speedy release of baggage from vessels under quarantine as soon as the Health Officer shall deem it free from infection.

The communication was referred by the Secretary of the Treasury to the Collector for an explanation, in reference to the alleged order. His answer was accompanied by a report from Surveyor Wakeman, in which it was stated that the "existence of the order in question was a fallacy, and that nothing but harmony and the spirit of accommodation were at present existing between the Federal and State functionaries in the relation referred to." From information obtained, it appears that an order was issued, but it seems to have been misunderstood at the Surveyor's office.

Mr. E. D. Webster, a very efficient officer, formerly connected with the State Department at Washington, was lately appointed Deputy Surveyor, he having the supervision of the inspection of passengers and their baggage, and the making of seizures for violations of the Revenue laws. Since his appointment to the office he has instituted many reforms in the matter of inspections, and has rigidly exacted from the officers of steamers a respectful treatment of Inspectors. He insisted that the law requiring a permit for the landing of passengers' baggage should be strictly enforced, and with the approval of Surveyor Wakeman gave the following instructions to the chief inspecting officers:

"Officers are not sent on board vessels detained in Quarantine until after the Health Officer reports that they are in a sanitary condition to receive an officer. And [illegible] can be unloaded from any vessel from a foreign [illegible] port under the supervision of a sworn officer of [illegible] States Revenue Service, and then only upon a [illegible] granted by the Collector."

Mr. Webster refuses to permit any of his officers to go on board a vessel until after receiving the Health Officer's certificate, for the reason that he is not willing that they shall run any risks of incurring contagious diseases, as they are obliged to overhaul baggage which may be infected. He states that one of his aids, Mr. Chalker, was taken down with symptoms of yellow fever while engaged examining a vessel from an infected port.

CORRESPONDENCE WITH THE SECRETARY OF THE TREASURY.

The following correspondence in reference to the present difficulties will be found interesting:

NO. 28 PIKE-ST., NEW-YORK, July 18, 1867.

To the Hon. HUGH MCCULLOCH, *Secretary of the Treasury.*

SIR: I have been directed by the Board of Commissioners of Quarantine, as their counsel, to ask from you such instructions to the Collector of this Port as will secure harmonious action between him and the Health Officer, in reference to the landing of passengers and baggage from vessels and steamers temporarily detained under Quarantine. The prevalence of yellow fever in the West Indies and other Southern ports during the present season has rendered a rigid quarantine of vessels in this port necessary to the protection of the public health. But the Board have endeavored to so administer the Quarantine laws as to secure as little delay as possible in the landing of passengers after their arrival. They have, therefore, adopted the practice of permitting the landing of well passengers and their personal baggage from vessels from sickly ports very soon after arrival, without compelling them to wait until the vessel and cargo were properly fumigated and cleaned. Heretofore the Collector has been accustomed to detail one or more inspectors of Quarantine service to facilitate the landing of passengers by the examination of baggage as soon as practicable after arrival. But the Board has just been informed that an order has been issued by the Collector, or one of his subordinates, that no baggage shall hereafter be inspected in Quarantine, or landed from any vessel while under Quarantine. It is superfluous to suggest, that if this order is to continue in force, it will result in great hardship and inconvenience to passengers, and will give rise to much well-grounded complaint. As a sanitary measure, it often becomes necessary to direct the landing of the passengers from a vessel, so that she may be properly fumigated and cleansed before proceeding to the wharves of the city. It is but natural that they should object, as they universally do, to being landed without their baggage; and it rarely happens that a vessel is so badly infected that both may not be safely landed together. Yet, if this action of the Collector is to be sustained, it will necessarily follow that passengers will either be compelled to land from vessels and proceed to the city without their baggage, remaining perhaps for days without it, or else remain on board of the vessels in which they arrive until they have passed their full period of Quarantine, thereby, in many instances, increasing the danger of pestilence on board, and the spread of infection when they reach the shore. It has been suggested to me that the action of the officer granting the order in question, had its origin in the same motives which produced a difference between the Collector and the Health Officer last year, and which you were called upon to adjust; or in other words, that the order had its origin in some matter of personal pique toward the Health Officer. I cannot do the Collector the injustice to believe that any such suggestion is well-founded, and I, therefore, assume that he has been misled into making the order by some mistaken idea of its necessity or propriety. But it seems to me that a bare presentation of the facts, as I have given them, is sufficient to show the impropriety of changing a practice which has existed for years, and which has proved so entirely acceptable to the public, and has never been productive of any detriment to the public revenue. The Board of Commissioners of Quarantine therefore trust that you may be pleased to issue such instructions to the Collector as will hereafter secure the speedy release of baggage from vessels under Quarantine, as soon as the Health Officer shall deem it free from infection.

Very respectfully,
Your obt. servt.
HENRY W. JOHNSTON,
Counsel to Board of Commissioners of Quarantine.
Address P. O. Box No. 2,032.

CUSTOM-HOUSE, NEW-YORK, COLLECTOR'S OFFICE, July 24, 1867.

Hon. HUGH MCCULLOCH, *Secretary of the Treasury.*

SIR: I have to acknowledge the receipt of your letter of 23d instant, transmitting a communication from Henry W. Johnson, esq., Counsel of the Board of Commissioners of Quarantine at this port, relative to the order alleged to have been issued by this office, the effect of which is to detain the baggage of passengers on board of infected vessels, which may be quarantined by the local Health Officers of this district.

I have the honor to inclose herewith a report of Mr. Surveyor Wakeman, by which it will be seen that the alleged existence of the order in question is a fallacy; and that nothing but harmony and the spirit of accommodation are at present existing between the Federal and State functionaries in the relations referred to. Mr. Johnson's letter is returned.

Your obedient servant,
H. A. SMYTHE, Collector.

SURVEYOR'S OFFICE, CUSTOM-HOUSE, July 24, 1867.

Pursuant to your request I have read the letter of Henry W. Johnson, esq., on behalf of the Commissioners of Quarantine, and beg leave to submit the following report upon the matters therein referred to. The counsel alleges that "an order has been issued by the Collector or one of his subordinates that no baggage shall hereafter be inspected in Quarantine or landed from any vessel while under quarantine." I have to state that no such order has been issued by me, nor have I received any such order, either from yourself or any of your deputies. I am of opinion that this complaint has grown out of the fact that some days since the Health Officer, in violation of the revenue laws, transferred the passengers and baggage from the steamer Fah Kee, then lying at Quarantine, to the steamer Andrew Fletcher, owned by or under the orders of the Health Officer, and brought them to the city and landed, or attempted to land them without a proper permit, and without the presence and supervision of the proper revenue officer. As a consequence Mr. Webster, one of my deputies, acting under my orders, seized the Fletcher. This, of course, brought the Health Officer to the Custom-House, and upon the law being shown and explained to him, he at once admitted his error, and with the understanding that in the future the law and the regulations should be complied with, the steamer was released. Since then, no difficulty has occurred. So soon as the Health Officers deems the landing of passengers and their baggage safe, and the consignees procure the proper permits and furnish the necessary vessels to land the baggage, inspectors are immediately sent to Quarantine to superintend the landing and examination of the baggage. No unnecessary delay is permitted, and every facility is given consistent with the regulations of the Department and the safety of the revenue. So far as my knowledge extends, entire harmony and good feeling exists between the Federal and State officials.

This in brief is the entire case, and is submitted with the hope that the era of good feeling now existing between these branches of the public service may be perpetual. Very respectfully, your obedient servant,

ABRAM WAKEMAN, Surveyor.

The Hon. H. A. Smyth, Collector.

At a special meeting of the Quarantine Commissioners, held a few days ago, Mr. Cyrus Curtis, President of the Board, was appointed a committee to confer with Collector Smythe with a view to reconciling the differences that had arisen between the two departments, after which a preamble and series of resolutions were adopted setting forth the nature of the difficulties. These were forwarded to Collector Smythe. On Monday last a letter of which the following is the substance was received from the Collector, accompanied by a report from Surveyor Wakeman:

July 29, 1867.

It will be seen by the report of the Surveyor that the proceedings of the Quarantine Board were predicated on erroneous information—a fact which I doubt not the Board, in common with myself and an enlightened community, will regret, whether it proceeded from design or ignorance of the informer. Your obedient servant,

HENRY A. SMYTHE, Collector.

The Hon. Cyrus Curtis, President of Quarantine Commissioners.

Mr. Johnson, the Counsel to the Quarantine Commissioners, denies the statements made in the communications of Surveyor Wakeman. "That there has been no change in the manner of discharging passengers under Quarantine; that no unnecessary delay is permitted, and that every facility is given consistent with the regulations of the department and the safety of the revenue."

As an indorsement of his complaint in his communication to the Secretary of the Treasury, and the preamble and resolutions of the Quarantine Commissioners to Collector Smythe, and to show that no new practices were adopted in reference to the landing of passengers at the barge office from the steamer Fah Kee, mentioned as a complaint in Mr. Wakeman's communication, Mr. Johnson has obtained the following affidavit of Robert L. Bucklin, formerly Inspector of Revenue at Quarantine, as to the mode of conveying passengers from Lower Quarantine, together with the mode of inspection of their baggage during the past five years:

State of New-York, City and County of New-York, ss.: Robert L. Bucklin, being duly sworn, deposes and says, that he resides at Tompkinsville, on Staten Island; that in the month of May, 1861, he was appointed an Inspector in the revenue service of the United States by the Collector of the Port of New-York, and in the month of January following he was assigned to duty as such Inspector at Quarantine, on said Island; that he continued in that position at Quarantine from that time to the month of July, 1866; that at the time he was so assigned to duty he was instructed to render every possible facility to the Health Officer consistent with safety to the revenue in the discharge of his duties, and especially to facilitate the speedy release of well passengers from vessels under quarantine by immediately inspecting their baggage as soon as they were permitted to land by the Health Officer; that during the time he so acted as such Inspector it was the constant practice, sanctioned by the Collector and Surveyor, either by express permission or tacit consent, to allow passengers and their baggage to be brought up from vessels under quarantine in the Lower Bay in the Health Officer's steamboat to the dock at Upper Quarantine, where the baggage was inspected, or was allowed to proceed and land the same at the barge office there to be inspected; that he never heard of the slightest objection to such practice prior to the present season, nor did he ever witness or hear of a single infraction of the Revenue law arising from such practice. Deponent further says that he was the General Boarding Officer in charge at Quarantine during the period aforesaid, having three assistants under him; that during that time he frequently received valuable assistance and information from the Health Officer and his deputies in reference to attempts to violate the Revenue laws, which enabled him to defeat such attempts; that it frequently happened that a vessel having but a very few passengers on board would be detained under quarantine; that in such cases he never, during the whole of said period, required a baggage permit to be procured before allowing the baggage from such vessels to be landed; nor was it the usual practice to require such permits to be procured before discharging the baggage, even from steamers on board of which a large number of passengers arrived; that in such cases, when it became necessary to transfer passengers and their baggage from steamers under quarantine in the Lower Bay, deponent would go on board of the Quarantine tug at the time of such transfer, if he happened to be in the Lower Bay at the time, and proceed with the same to the barge office; otherwise they were accustomed to proceed to said office without any Revenue officer on board, and deponent never received any instructions from the Collector or Surveyor to change such practice, although it was well known to each of them.

ROBERT L. BUCKLIN.

Sworn to before me this 31st day of July, 1867.

HENRY W. JOHNSON, Notary Public.

Yesterday morning the Pacific Mail steamer Henry Chauncey arrived in the Lower Quarantine from Aspinwall, having on board 315 passengers from California and the Isthmus. The agents of the Company, fearing a detention in consequence of the present difficulty, succeeded in obtaining from the Health Officer an anticipatory order, which they kept in their possession until the steamer was telegraphed from Sandy Hook, when they presented it at the Custom-House. They received their permit, and with the Quarantine boat Andrew Fletcher, and another boat, proceeded to the Lower Bay, where the passengers, with their baggage, were disembarked, and brought to the Company's pier, foot of Canal-st. Whether the Custom-House officials will allow themselves to be flanked in this manner, remains to be seen. The following was the order:

QUARANTINE, HEALTH OFFICER'S OFFICE, August 1, 1867.

In order that the steamer Henry Chauncey may be properly cleansed and fumigated, I deem it necessary that the baggage and passengers should be removed therefrom. You are therefore hereby directed *forthwith* to cause all the baggage and passengers to be transferred from the steamer to some other vessel.

JOHN SWINBURNE, Health Officer.

To the Agent of the Pacific Mail Steamship Company.

There were three cases of Chagres fever taken off the Henry Chauncey and transferred to the hospital steamer Illinois.

OUR ELECTIVE JUDICIARY.

THE COST OF CRIMINAL COURTS.

"A Communication from the Controller, Transmitting his Financial Estimates, or Budget for the Year 1867," an ingenious, entertaining, and instructive duodecimo volume of 144 pages, estimates the annual cost of the Court of General Sessions at $49,900; but patient search has yielded a total so widely at variance with the late Controller's exhibit that we are tempted to show the cost of this tribunal in detail, as follows:

Salary of Recorder Hackett	$7,000
Salary of City Judge Russel	6,500
Henry Vandervoort, Clerk of Court	5,000
John Sparks, Deputy Clerk of Court	4,000
William Anderson, stenographer	2,500
Louis Kaznski, interpreter	2,000
Salaries of Recorder's Clerks	3,520
City Judge's clerks and messengers	2,200
An officer at Court-room outer door, to ascertain whether you are a proper person for admission to the presence	1,200
An officer inside outer door to see that you close the door	1,200
An officer to seat you, if you are a mere spectator	1,200
Three officers at the prisoners' box	3,600
An officer at first gate to exercise the functions of a common gate-spring that might be purchased for 25 cents	1,200
An officer at the gate between the Grand Jury and the Bar	1,200
An officer to take charge of the interpreter and reporters	1,200
An officer at the Judge's entrance to Court-room	1,200
An officer at gate between Judge and Bar	1,200
Two officers to support prisoner while pleading	2,400
Nineteen other officers who seldom, if ever, appear in the Sessions Chamber	22,800
Proportion of cost of House of Detention for witnesses	2,000
Rents of offices for City Judge and Recorder	4,000
One-quarter of expense of repairing County buildings	2,250
One-half expense of Translator and Registrar to Courts of Record	2,000
Woman for cleaning Court-room	471
Women to clean offices for Recorder and City Judge	942
One-half expense of cleaning Grand Jury room and District-Attorney's office	471
Gas and repairs for Recorder's office	350
Stationery and law-books for Recorder	1,500
One-quarter of salary of Richard D. Marshall as keeper of the Park buildings	250
Stationery, printing, and fuel	350
One-half of expense of District-Attorney's office, excluding extraordinary expenses	18,675
Total	$105,379

This Court of General Sessions—a tribunal which adjourns on the slightest provocation—pretends to be in session five days a week, 11 months in the year; but a term is never begun until the first Monday of the month, and it is commonly ended on the last Friday, or at an earlier date; and if we say that the Court is open 15 days a month, 11 months annually, we shall get quite near the truth. A single sitting is seldom extended beyond three hours, and, according to our Daboll, we find this Court serving the county only 495 hours annually, at a cost of $105,379, or nearly $213 an hour.

We have not included the value of witnesses' and jurors' time, since that goes for naught, as would seem to be indicated by the fact that, not long ago, when a thief was under indictment, the policeman who effected the arrest and the witnesses against the prisoner appeared 18 times before he was called to trial, and on the 19th day, just as the clerk was about to summon him to the bar, a messenger having informed the Court that the thief's child by his mistress was to be buried that afternoon, the humane Judge considerately adjourned the trial, and sent an officer with him to the funeral. It is better, then, to omit mention of time, since that, added to the known cost of the Court, as revealed by the Controller's reports, would exhibit too wide a margin between the County's disbursements for maintenance and its receipts from fines, and the figures, thus put together, might lead tax-payers to murmur at the cost of the peculiar justice which this tribunal dispenses. Rather let us, without comment, quote the Controller, and say that his budget shows an expenditure of $105,379, while the estimate of receipts from fines this year is but $1,000. Mr. Vandervoort's exhibit of fines collected by the General Sessions since 1858 is as follows: 1859, $1,062 89; 1860, $1,039 70; 1861, $1,596 84; 1862, $714 87; 1863, $410; 1864, $589; 1865, $1,706 60; 1866, $505.

PROTECTION TO FERRY PASSENGERS.—The Board of Councilmen, yesterday, referred to the Committee on Ferries an ordinance requiring every one of our Ferry and Steamboat Companies to provide gates which will, when closed, prevent any person from passing to or from a boat until she shall have been securely fastened to the pier or bridge. The proposed ordinance makes it obligatory upon every Company to see that the boat is fastened to the bridge or pier while the gate is open, and imposes a penalty of $100 for every offense.

OUT-DOOR SPORTS.

THE TURF.

SECOND DAY'S TROTTING AT NARRAGANSETT PARK—LUCY AND LEW PETTEE WINNING.

BY TELEGRAPH TO THE TRIBUNE.

PROVIDENCE, Aug. 1—The first race of the second day's trot at Narragansett park was marked by a contest for a purse of $1,500 for all horses whose time hitherto has been no better than 2m. 27 sec., $1,000 being awarded to the first horse, and $500 to the second. The entries were as follows: Jas. D. McMann, New-York, named br. g. Bruno; John Lovett, New-York, named blk. g. Gen. Butler; Norris Holcomb, Hartford, b. m. Lucy; W. D. Peabody, Cranston, R. I., b. g. Col. Maynard.

Just before the race, it having become known that Gen. Butler had made better time than that advertised, he was debarred the trot, leaving only three horse as contestants for the purse, Lucy being the favorite at 2 and 3 against the others. This made a slight change in the drivers, Lovett driving Bruno, and Pfifer he mare During the morning and forenoon the sky threatened a heavy fall of rain, but, after one or two brief showers, cleared away, and at the time announced for the race the sun shone clear and warm. The judges for the first race were Messrs. Simmons and Parker of New-York and Edwin Ferry of New-Bedford. After considerable scoring, Lucy, who had the pole, led off, followed by Bruno. The mare kept the lead steadily until nearing the quarter, when she broke, and Bruno took the pole on he back stretch, leading her by a length and a half, when breaking at the turn, the mare lapped him, and the two entered the home stretch neck and neck, when the mre again took the lead, passing the Judge's stand about lengths ahead, winning the race in 2:27, Bruno second, with Maynard in the rear.

Second heat.—The mare again had the lead, but this time Maynard trotted finely, and at the quarter was scarcely more than a length behind, but breaking badly, Bruno closed the gap between them, and threatened to pass him, but after a severe struggle fell ingloriously behind. On rounding the last turn the mare was well in advance, and passing down the home stretch, won the race easily in 2:27.

In the third and last heat the mare was ahead at the start, and maintained her lead easily, followed at some distance by Maynard, between whom and Bruno a severe struggle ensued at the half mile, and continued on to the home stretch. Lucy won the heat with ease in 2:28, Maynard and Bruno passing the judges' stand amid considerable excitement very close to one another.

SUMMARY.

Morris Holcomb names b. m. Lucy	1	1	1
J. D. McMann names br. g. Bruno	2	3	0
W. D. Peabody names b. g. Col. Maynard	3	2	0

Time—2:27; 2:27; 2:28.

The second race was for a purse of $1,000, for all horses that have never trotted better than 2:32 to saddle, $750 to the first horses, and $250 to the second. The entries were as follows: McClellan and Shiptimber being afterward withdrawn.

M. Carroll, Boston, named b. g. Lexington; Dan Mace, N. Y., named b. s. Gen. McClellan; W. Turnbul, named dr. g. Lew Pettee; W. D. Peabody Cranston, naned b. g. Shiptimber.

The judges for this race were Messrs. Strong of Hartford, Gallup of Providence, and Doty of Poughkeepsie. Warren Peabody rode Lexington, and Jno. Murphy rode Lew Pettee. Lexington had the inside, and a good start was effected after twice scoring. Soon after passing the judges' stand, Lexington broke, and it became apparent that his rider was unable to hold him. Some advantage was gained by the break, which was again repeated at the quarter pole, when Lexington continued in advance to the judges' stand, running the heat in 2:29¼.

After some jockeying of Murphy, resulting in a second effort at scoring, a bad start was effected, Lexington leading; but before reaching the half mile the Kentucky horse broke, and Pettee took the lead, which he maintained to the judges' stand. Time, 2:32¾. The betting now was even on the two horses. Mr. Peabody having relinquished Lexington, Carpenter took the saddle, who, after ineffectual scores, gave place to H. Brock. Pettee had the lead, which he held all the way around. Lexington broke badly, and, by a brisk dash on the home-stretch, saved his distance. Time, 2:45¼.

Peabody again mounts Lexington with martingale and blinders. After some jockeying of scoring, the two got off. Pettee led slightly. When rounding the first turn Lexington broke, but soon recovered his trot, and steadily lessened the gap until reaching the half-mile, when he again broke. On the homestretch the race was very exciting, Pettee winning by only a neck in 2:33¼.

SUMMARY.

W. Turnbull names dr. g. Lew Pettee	2	1	1
M. Carroll names b. g. Lexington	1	2	2

Time—2:29¼; 2:32¾; 2:45¼; 2:33¼.

The track was in splendid condition. There were present about 5,000 spectators, many of whom were ladies, and a large number of sporting men from New-York city and the West. Fine sport is expected to-morrow.

BASE-BALL.

THE RETURN OF THE NATIONALS TO WASHINGTON.

The National Club, which left Chicago on Monday night for Washington, via Indianapolis and Columbus, arrived at Washington at 6 p. m. on Wednesday, where they found the depot crowded with members of the fraternity anxious to welcome them home. A committee of the District Association, with a band of music, were in attendance, and on the arrival of the Nationals the crowd gave three cheers, and then formed in procession, with the band at the head, and marched with the returned warriors down Pennsylvania-ave. to Cronin's Base-Ball Headquarters, near Willard's Hotel, where the Club were duly received by their friends, and congratulated upon their success. To-night the Nationals are to be publicly entertained by the Clubs of Washington with a grand supper at the Kirkwood House.

In their last game, on Monday, they easily defeated the Atlantics by a score of 78 to 17 in a full game. The play was, however, far below the mark of the splendid display of Saturday. The comments of the Chicago press of Sunday on the match with the Excelsiors, resulted in the publication of a sharp card from Col. Jones, in which he pronounced the charges made by *The Tribune* and *Republican* false in every particular. In the Monday issue of *The Tribune* an *amende honorable* appeared.

The total scores of the Nationals in the ten games was 535 to 176, an average of over three to one. Geo. Wright led the score, and had the best average of the games, thereby winning the handsome prize-bat presented by Mr. Leggett. Studley made the second best average, and Fox the third, Norton having the poorest average of the party. The Nationals have accepted the challenge of the Mutual Club to play a series of home-and-home games. They will visit New-York in September. In the interim the Athletics and Irvingtons will visit Washington.

EXCELSIOR VS. ECKFORD.

These Brooklyn Clubs played their first game yesterday at the Capitoline Ground, Bedford. The game opened rather favorably for the Excelsiors, who scored 10 in the first three innings, the Eckfords getting but five. In the next four innings the Excelsiors were disposed of for a single run, while their opponents scored 19 by an excellent display at the bat. These odds were rather too much for the Excelsiors to overcome in the next two innings; but they made a fine rally for it, getting 10, to three for the Eckfords—the totals at the close standing 27 to 21. The two nines were very evenly matched a this game, and the result was a close and interesting match. The umpiring was very good indeed, and was received with general satisfaction.

LONE STAR VS. ORIENTAL.

The Lone Star Club of Matteawan, N. Y., played a game with the Oriental Club, on the ground of the latter Club, yesterday. On the 4th of July, the Orientals visited Matteawan, and were defeated by the Lone Star. Yesterday, the Orientals turned the tables on their opponents, defeating them by the total of 48 to 33. The game was witnessed by many admirers of our national sport, and the applause for good play was bestowed upon both Clubs. There were no points in the game worthy of special mention.

MOHAWKS VS. MUTUALS.

The game between the Mohawks and Mutuals, yesterday afternoon, at the Union grounds, was one-sided. The Mohawks could not bat against the Mutuals with any sort of efficacy, and although they fielded very nicely the batting of the Mutuals was too much for them.

ATLANTA VS. ORCHARD.

Yesterday afternoon a match was played between the Atlanta Club of West Farms and the Orchard Club of Greenpoint, on the ground of the Unions of the town of Morrisania, resulting in favor of the Orchards by 29 runs.

THE MAINE CHAMPIONSHIP.

PORTLAND, Aug. 1.—The second game of the base-ball tournament was played between the Eons and Athletics of Portland, this afternoon. The Eons won by a score of 27 to 26. The game was finely played. To-morrow the Cushner Club of Augusta play against the Androscoggin Club of Lewiston. The winner of this match is to play the closing game for the silver ball, against the Eons, on Saturday.

MISCELLANEOUS.

The Atlantic Club have received a courteously-worded note from the Athletic Secretary, in which he expresses the wish of his club that the home-and-home game should be played, and a new series of games commenced. The Atlantics will doubtless accept the overtures, and a grand match may be looked for within a few weeks.

The first elevens of the Manhattan and Newark Cricket clubs played at Hoboken on Wednesday, and the latter were victorious.

The Fulton and Intrepid Base Ball clubs will play to-day on the Satellite's grounds, at Williamsburgh.

The Eurekas go to Lansingburgh, N. Y., on Monday evening, to play a match with the Union Club of that place on Tuesday. They play with the Eckfords, on the Union grounds at Williamsburgh, to-day.

On Saturday, the Lone Star Club of Matteawan, at present on a visit to New-York, will play the Eclectic Club of this city at the Red House, Harlem

INSURANCE INDIGNATION MEETING IN NEWARK.

On Wednesday evening a second meeting of the leading manufacturers and business men of Newark was held, the purpose being to hear the report of the Committee which was appointed at the meeting on Thursday evening, the 25th ult. Mr. H. N. Peters presided. The Committee reported a series of resolutions, which were unanimously adopted, substantially as follows: Whereas the Fire Insurance Companies of Newark no longer deny that they have entered into a combination for the purpose of fixing the rates of premium upon all property in the city, and not only admit, but attempt to justify the same, we, the citizens of Newark, hereby pledge ourselves to stand together as one man in opposing so dangerous a monopoly; that we resent as libellous the comparison between New-York and Newark, published by the insurance companies, as unfavorable to Newark, and that instead of, as they say, Newark being a city of wood, and but partially supplied with water, it is notorious that no city in the Union contains a smaller proportion of wooden buildings, and that the erection of them within the fire limits has long been prohibited by ordinance; that the insurance companies, by the publication of such statements, make a poor return for the liberality of the city in building extensive water works and maintaining a most efficient Fire Department; that their published arguments defending their combination are a tissue of special pleadings, utterly fallacious in fact; that we will extend our patronage to such insurance companies as do not belong to the combination; that Newark affords the best of fields for the organization of new fire insurance companies, to be conducted on fair and honorable principles, and to such companies we pledge our support; that the evil of this gigantic monopoly demands the immediate attention of the Legislature; that we recommend all persons interested to sign their names to the following letter, addressed to the "Newark Board of Fire Underwriters:

NEWARK, July 31, 1867.

WM. A. MEYER, *esq., President, and* WM. VANDERPOOL, *esq., Secretary of Newark Board of Underwriters:*

GENTLEMEN: This is to demand that you immediately remove our names from your published list of rates, and at once call in and suppress your books and circulars already published, containing our names, and distributed among the companies of other cities.

We claim and are determined to have an open market, free from your espionage or interference, when, after declining to pay your rates, we go elsewhere to negotiate our insurance. Yours, respectfully,

The meeting was addressed by Mr. William King, Mr. Mill (of the firm of Fagan & Co.), Mr. A. D. Fowler, Mr. P. T. Jones, Mr. J. M. Candall, and others, and after the adoption of a resolution that the committee of ten who reported the foregoing resolutions be continued, with power to fill vacancies, the meeting adjourned.

CHIEF ENGINEER OF THE JERSEY CITY FIRE DEPARTMENT.

The Jersey City Fire Department held a special election last evening to elect a Chief Engineer to fill the vacancy occasioned by the resignation of Chief McLoughlin. The candidates were John Coyle of Engine Company No. 4; Smith Mead, Hose Company No. 4; and John Wheelan of Engine Company No. 3. The election resulted in favor of John Coyle by a majority of 13. The following is the vote:

	Coyle.	Mead.	Wheelan.
Engine Company No. 1	16	8	—
Engine Company No. 2	35	—	8
Engine Company No. 3	—	—	46
Engine Company No. 4	39	3	3
Engine Company No. 5	9	18	3
Engine Company No. 6	13	—	17
Engine Company No. 7	8	4	6
Truck Company No. 1	3	25	—
Truck Company No. 2	3	4	23
Hose Company No. 2	5	10	—
Hose Company No. 3	2	22	2
Hose Company No. 4	—	20	2
Total	133	120	104

The official canvass may change the above figures somewhat, but cannot effect the result.

BRIEF NOTES.

A fifteen-cent currency note was exhibited in Wall-st. yesterday.

The body of an unknown man was found yesterday in the North River off Twenty-first-st.

The Washington Fire Association of Williamsburgh will make an excursion to Dudley's Grove on Monday next.

About 300 painters and joiners were discharged from the Brooklyn Navy-Yard on Wednesday night.

Sanitary Superintendent Dalton notes 191 cases of infectious and contagious disease in this city last week, of which 32 were fatal.

Morrisania will soon employ special night policemen on the Boston Road from Harlem Bridge to One-hundred and Thirty-eighth-st.

The Executive Committee of the Conservative General Committee met last night, with closed doors, at No. 435 Fourth-ave.

The Lenox Fire Insurance Company's Clerks have presented Mr. Walter M. Franklin, the retiring Secretary, a gold-headed cane.

John Williams, a United States sailor, aged 10 years, while intoxicated last evening, fell down the basement stairs of No. 102 James-st., and was killed.

Early yesterday morning Mrs. Anna Mathews of No. 2 East Commerce-st. leaped from a third-story window of her residence to the pavement, and died within a few hours.

Samuel B. Henshaw, who was boating with two other small boys on the East River, near Classon Point, yesterday afternoon, was drowned by the capsizing of the boat.

Only five members of the Chamber of Commerce responded to the call for a meeting yesterday afternoon. The Board of Aldermen, likewise, were without a quorum.

The New-Haven Railroad Company are about to adopt a plan under which a signal, 2,000 feet from any bridge on the line, will notify the engineer that the draw is open.

The United States steamer Shamrock, having just been altered from a double-ender, has been ordered to the Gulf. She is taking aboard coal at the Brooklyn Navy-Yard.

Messrs. Butterfield, Corning, Baxter, Barney, and other Directors of the New-York Central Railroad met at the Astor yesterday, but did not make known their business.

Maggie Conigan, a child, of No. 625 East Twelfth-st., while gathering chips yesterday morning was drowned by falling between the pier and a vessel at the foot of East Nineteenth-st.

A boy aged 6 years died of cholera at Grove Hill, Morrisania, on Wednesday, after only eighteen hours illness. Two cases of supposed cholera were reported in this city yesterday.

The Rev. John Hall, D. D., of Dublin, has been called to the Nineteenth-st. Presbyterian Church of this city. He is to have $6,000 a year in gold, and the use of the parsonage.

John Mott, aged 13, who had accompanied a Manhattanville Sunday School to Pleasant Valley, N. J., fell from a cliff to the river, 50 feet below, and his brother leaped after him. Both were seriously injured.

An aged woman named Tilford fell from a second story window at No. 153 Grand-st., Jersey City, yesterday morning, and sustained injuries which, it is feared, may terminate fatally.

Joseph Delany, of Melrose, while intoxicated yesterday morning, fell from the second story window of his residence to the bottom of an area way, and sustained a fracture of the skull and had his left arm broken in two places.

At a stated meeting of Post No. 8, District of Manhattan, Grand Army of the Republic, on Wednesday evening, the death of the late lamented Gen. Thomas Francis Meagher was appropriately noticed, and fitting resolutions were adopted.

Warden Thomas S. Brennan appeared before Justice Dodge yesterday against John Henry, an orderly of the Blackwell's Island Hospital, whom he accuses of tearing the patients' bed-clothing while intoxicated. Henry was sent to the Work-House.

Paul Matchen, a youthful Frenchman, having been apprehended for an assault upon Mr. Henry F. Liebenau of No. 241 West Forty-ninth-st., was searched, and in his possession were found a large spring dirk knife and a pair of iron knuckles. Justice Dodge committed him.

"Harry" Nolan and "Bill" Colton fought nearly 40 minutes on the Palisades yesterday morning. One of Colton's ears and a thumb were bitten off, and Ellison's cheek was bitten. This "exhibition of the manly art" seems to have been a biting and gouging match.

Frederick Seyberg and Charles Goren, who were arrested early on Thursday morning on a charge of having fired their residence at No. 2 Carlisle-st., designing to defraud the insurance companies, were taken before Justice Hogan yesterday, but nothing new was elicited.

James Hagans and Patrick Mahoney of New-York, fought 14 rounds in two hours, at Southfield, N. J., yesterday morning. On the 14th round Hagans was knocked the whole length of the ring. Mahoney was taken off the ground in a swoon.

The citizens of Bergen County, N. J., having been recently annoyed by the frequent incursions of outlaws from the Eighth Ward of New-York, have formed "Societies for the Detection of Horse Thieves and other Felons," and offered rewards for the capture of the depredators.

The Commissioners appointed to decide on the plans and designs of the new Capitol to be built at Albany, met yesterday in that city to appoint the architect who shall construct the same. Quite a number of architects went from this city.

Justice De Puget of Hoboken, having taken offense at the demeanor of two Revenue officers who had been arrested while watching two suspected sm