principle; this is the talisman of its empire. Would you conquer nature, follow nature; and here, would you conquer physical diversities, follow that moral law, declared by our Fathers, which is the highest law of nature, and supreme above all men. Welcome, then, to the stranger, hurrying from opposite shores, across two great oceans, from the East, from the West, with the sun, against the sun. Here he cannot be stranger. If the Chinese come for labor only, we have the advantage of their wonderful and docile industry. If they come for citizenship, then do they offer the pledge of incorporation in our Republic, filling it with increase. Nor is there peril in the gifts they bring. As all rivers are lost in the sea, which shows no sign of their presence, so will all peoples be lost in the widening confines of our Republic, with an ocean-bound continent for its unparalleled expanse and one harmonious citizenship, where all are equal in rights, for its gentle and impartial sway.

THE DRAMA.

FIFTH AVENUE THEATER.

The simple and pretty litte play of "Daddy Gray," by Mr. Andrew Halliday; was brought out at the Fifth Avenue Theater, on Wednesday evening. Its story we have already told. Doubtless it was suggested by the ballad of "Auld Robin Gray," and doubtless, also, it was written with a view to fit such an actor as Mr. Toole or Mr. Couldock with a congenial character. In spirit it resembles "The Chimney Corner," "Dearer Than Life"—which is almost the same thing—and pieces of that description. Such plays exert a very wholesome influence, touching the heart and stimulating sympathy with sound and sweet ideals of life and love. This particular specimen is not likely to impress anybody as a strong work of art, but no careful observer can fail to see that its construction is sensible and neat, its language smooth, its situations frequently effective, its sentiment pure. Mr. Daly has brought it out with appropriate scenery—which, indeed, is implied in the statement that he has produced it at all. Good scenery and good stage management are the rule at this theater—as we have often intimated. Eleven persons participate in the representation of "Daddy Gray"—Mr. E. L. Davenport enacting the old lover, Miss Agnes Ethel playing *Jessie Bell*, the heroine, and the other parts falling to Mrs. Wilkins, Miss Langmore, Mr. Ryner, Mr. George Jordan, jr., Mr. James Lewis—who is extremely comical and amusing as *Augustus Jinks*—Mr. F. Chapman, Miss McCormack, and Master Hearne. The acting of Miss Ethel, as the simple and tender country girl, pleases by its nature—which is compounded of ardor and of piquancy. We have never seen this lady to so much advantage as in this character. Mr. Davenport acts *Daddy Gray* as an experienced actor might be expected to do—but he does not excite much interest or sympathy. The experience to be unvailed is not, perhaps, agreeable. An old man in love with a young woman is not an admirable spectacle. The old Goethe might have been fine as a lover; but the old gentleman of every-day life is simply a pitiable object when he falls into this condition. Mr. Davenport depicted, with sufficient accuracy, and with many touches of delicate art, the struggles of selfish instinct against generous impulses and sensible ideas, in a really good nature; but the part of *Daddy Gray* requires such an actor as Blake (when comes there such another!), to lift it to real eminence in the realm of emotional acting. "Daddy Gray" will be acted at the Matinée to-day. In the evening "Everybody's Friend" will be repeated—Mr. James Lewis playing *Major de Boots*, in which character he has afforded a great deal of genuine enjoyment.—Mr. Daly has in preparation "Don Cæsar de Bazan," "Wives As They Were," and other novelties. Change of bill is made very frequently at this theater—so that its votaries have no need to complain of lack of variety.

FRENCH THEATER—LONDON.

Mr. Tayleure has urged on the career of "London," at the French Theater, with a great deal of energy. The strength of the play, at the outset, was in its scenery. To view that is to see fac-similies of many noted places in the English capital. Besides, the action of the piece suggested the current of every-day life in a great city—commonplace bustle, on the surface, hiding tragedy and romance beneath. Such power as thus resided in the drama—limited, but genuine so far as it went—was hightened as to effect by the good acting of Mrs. Jennings, Mr. Banks, and Mr. Lewis Baker, who, with various sorts of abilities, have the great virtue of earnestness. Of late some coarse, cheap features—Negro Minstrelsy, Punch and Judy, etc.—have been introduced, in certain of the street scenes, and have been received with that boisterous applause which a discriminating public usually bestows upon what it best understands and appreciates. Next week, we are assured, the entire drama is to be revamped. Its best points, of course, will be retained, while others will be added—from the original piece, "Time and Tide." This was to have been done last Monday. In a few of the characters essential changes of spirit will be made, so as to lessen the somber effect of the piece and strengthen its humorous elements. "London" occurs to us as a drama that will bear a good deal of improvement; and in assuming its new shape we trust it may acquire new attractiveness, so that its humane teaching and its picturesque and interesting scenery may be the more strongly commended to public attention.—There will be a Matinée of "London" to-day.

BOOTH'S THEATER.

The usual Saturday matinee will be given at this theater to-day. "Time and the Hour" is announced for repetition, with Miss Morant, Mr. Hamilton, Mr. Peters, Miss De Bar, and others in the cast. To-night Mr. Hackett, whose *Falstaff* has drawn full houses, since Monday, will enact that character for the sixth time Important changes, we understand, are to be made in the method of representing the fifth act of "Henry the Fourth"—a grand miscellaneous combat illustrative of the battle of Shrewsbury being designed. Such a combat, it will be remembered, was one of the brilliant features in Mr. Booth's revival of "Romeo and Juliet." Mr. Hackett is playing *Falstaff* with extraordinary vigor. The feebleness, to which we alluded in remarking on his first performance, seems to have entirely vanished. The veteran has warmed to his work, in fact, and whoever now sees his personation of *Falstaff* will see a true and fine ideal strongly worked out. Mr. Hackett's engagement at Booth's Theater will extend to the 11th of December.

WALLACK'S THEATER.

Mr. Lester Wallack will play at the Matinée to-day, in this theater, in "Home," and "A Regular Fix." His series of Saturday Matinées has proved very successful. To-night, Mr. J. W. Wallack will again appear in the somber, but affecting part of *Henry Dunbar*. Next week is to be devoted to variety. On Monday we shall see "The Wonder," with Mr. Lester Wallack as *Don Felix*. On Tuesday, the popular comedian will appear in "The Captain of the Watch," and "Woodcock's Little Game." "Home," and "A Regular Fix," may be seen again next Wednesday.

THE CIRCUS.

There will be a Matinée at the Circus this afternoon, when the irrepressible Arabs will once more whirl themselves in space, and rush and glitter like so many human comets. Next week, in addition to these and other attractive performers—the "wonderful man monkey," from the Sydenham Crystal Palace, will astonish mankind, in Mr. Lent's arena, and contribute to the novelty and charm of the Circus performance.

OLYMPIC THEATER.

The stereotyped stage Yankee has made his appearance at the Olympic Theater, where, since Monday last, Mr. Robinson—who is a described as "Yankee"—has been playing *Darius Dulton*. Mr. Robinson dresses this part in striped trowsers, a brown swallow-tailed coat, a white hat of portentous size and hideous shape, large boots, and a wig of long flaxen hair. Mr. Robinson, it will of course be understood, says "abeout" and "concarn," and "gal," and "pucker," and other words of that sort; and it will also be understood that he digs potatoes with remarkable celerity, dances with force and endurance, and drinks sweet cider and new milk. How much nature there is in all this, we shall not stay to consider. How much fun there is in it is determined by the age, experience, and taste of the spectator. Mr. Robinson plays with a great deal of vim, and his personal peculiarities are amusing. He may be seen at the Olympic this afternoon and this evening. On Monday, however, Mr. Hayes will present Mr. Augustin Daly's drama of "Under the Gaslight."

WOOD'S MUSEUM.

"Kenilworth" is a well-known burlesque, but none the worse for being familiar. The smile on a friend's face is always welcome, no matter how often it is seen. At Wood's Museum this burlesque may be witnessed both in the afternoon and evening. It has been brought out with pretty scenery, for the most part, and the chief parts in it are sufficiently well filled by Miss Rose Rand, Miss Olivia Rand, Mr. Morton, Mr. Ward, Miss Bernard, and Miss Theresa Wood. Sergeant Buck appears, and performs that Zouave Lightning Drill which used to astonish and dismay people, at the Olympic. As a merry piece of foolery, "Kenilworth" can be heartily enjoyed.

NIBLO'S GARDEN.

Miss Lotta's prosperous engagement at Niblo's Garden reaches, to-night, the close of its fifth week. "Fire Fly" will be repeated at to-day's matinée and in the evening, and will thus conclude its run. As the representative of this martial and bewitching daughter of the regiment, Miss Lotta exerts, with emphatic effect, those wiles that makes her so bewitching to the lovers of all that is sweet, cunning, merry, and pretty. On Monday she will appear in a drama, hitherto unknown here, called "The Female Detective." Mr. Fechter, we understand, is to be the next "star" at Niblo's Garden.

DRAMATIC NOTES.

Miss Bateman will repeat her success as *Mary Warner* at the Brooklyn Academy of Music this evening.

Col. Fitzgerald's five-act drama, "Wolves at Bay," is, we are informed, drawing unusually well at the Museum in Chicago. The play was first acted last Winter, at the Arch-st. Theater, Philadelphia.

The San Francisco Minstrels offer a varied programme of farces, dances, songs, and merry colloquies. The "middle-man" of these minstrels is unique, and one of the most comical of the species we have ever chanced to see.

We observe that the revival of "A Midsummer Night's Dream," at Selwyn's Theater, Boston, is exceedingly successful with the public. The scenery is said to be very fine, the acting to be tolerable. Mr. Stuart Robson plays *Bottom*; Mr. Frederick Robinson plays *Theseus*.

A performance of French comedy and opera bouffe will take place at the New-York Theater, we observe, on Monday evening. This place has long been closed. Opera Bouffe, if decent, and well done, ought to be attractive, even here. It is essentially merry; and of real merriment there is no imminent danger that we shall enjoy an excess.

A matinée will be given at the Tammany today. The Hanlons appear in the afternoon and in the evening. "Bad Dickey" was not brought out on Monday last, as we had been led to anticipate it would be; but we believe it will soon be offered to the eager public. Miss Rose Massey as well as Miss Fanny Herring will appear in it—whence we infer that it will present peculiar charms.

A GREAT NORTHERN RAILROAD.

A NATIONAL HIGHWAY FROM SAN FRANCISCO TO HALIFAX.

To the Editor of The Tribune.

SIR: It is generally known by those who are interested in the Railroad enterprises now in progress in this country, that there is a line chartered some time ago by the State of Maine, under the name of "The European and North American Railway Company," having its termini at Bangor, Me., and Halifax, N. S. Of this great line, 466 miles in length, by which, when completed, we are to have railroad connection between the Golden City of the Pacific and the capital of Nova Scotia, there is now finished, and in fine running order, from Bangor to Mattawamkeag on the Penobscot River, 60 miles, over which the cars run regularly, two trips each day, and about 350 miles in the Provinces, between Halifax and the Maine State line which is in like good condition and running order. The Provinces of New-Brunswick and Nova Scotia, foreseeing the great importance of this line of railroad, have been wisely liberal to that portion lying within their own borders, by granting generous subsidies toward its building and equipment, and the entire completion of that portion of the line under their jurisdiction, not yet finished—about 60 miles—may be considered certain to be completed during the coming year. I can say, with confidence, that no better road can be found in the United States than that portion of this line now completed and in use, between Bangor and Halifax, about 350 miles. It has been furnished and equipped with the heaviest and best rails, and with engines and cars of superior quality and style, all first-class, in every respect, and obtained with reference to the great amount of business which must necessarily pass over it when completed.

The important link in this line, which is to connect the "States" with the "Provinces," and unite them to us by bands of iron, preparatory to that political annexation, which will probably come before long, and for which *this* union will smooth the way, is that part of the road in the State of Maine, from Mattawamkeag to Vanceboro, on the State line, about 56 miles long, and for which there is no subscription or subsidy, except as hereinafter mentioned. When this portion is built, the chain will be complete. This 56 miles is through a wilderness, with only two or three small settlements in the whole distance, from which no assistance can be obtained. The State of Maine granted in 1864, to the "E. & N. A. Company," to aid it in building this portion of the road, what lands she had left, the remnant of her domain. These lands are very distant from any present, or contemplated line of road, and are not available as means for the Company's present use. The State of Maine has also given to the Company, for the same purpose, its share in the "claim for interest" on the war debts of 1812-15, now pending before Congress. Massachusetts, recognizing the great importance of the proposed line, commercially, as well as a means of offense or defense in case of war, has generously granted her interest in the claim, in the same direction. This debt was originally all due to Massachusetts, but when Maine separated from that State, in 1820, one-third of the claim was set off for her benefit. It will thus be seen that the whole of this "interest claim," now before Congress, has been given to the "E. and N. A. Railway Company," to help it build the 56 miles of gap which now prevents the grand junction of extreme East and West, on this Continent, so long desired. The city of Bangor has exhausted her means, in aiding the completion of the road to Mattawamkeag, and cannot do more. The road is now stuck in the woods between the Penobscot river and the State line. As we have said, the Company's means of getting through these woods, are the "Interest claims" now before Congress, which have been given for that purpose. If Congress shall, at its coming session, promptly recognize and pay those just claims, the country at large will speedily realize the long-wished-for completion of that important highway, over which the travel and traffic of the Old and New World will pass, thereby avoiding the dangerous navigation between Halifax and New-York, saving to the storm-beaten and sea-sick passengers much discomfort and misery, and taking the mails to and from Europe at least 24 hours quicker than is now done.

The inquiry will naturally arise, "What is the claim for interest, and why has it not been paid before this time, if it is a just and equitable debt?" The Hon. Charles Sumner, as chairman of the Committee on Foreign Relations, in this very able report on this subject, submitted just at the close of the last session (Senate Doc. 232, XLIst Cong.,) has placed the merits of this claim before the country, and shown conclusively, that there is not a shadow of an excuse for longer deferring its payment. A brief abstract of this report may not be uninteresting to those of our readers who are concerned in the success of this great enterprise.

The claim is for *interest* only. The principal of the debt, which as we have said, was for advances made by Massachusetts during the war of 1812-'15, was fully paid in 1859. Immediately after payment of the principal, demand was made for payment of the interest, but on account of the disturbed condition of the country at that time, and the pressing need of all its resources to save its existence, the demand by common consent laid over until the Rebellion was subdued, and the nation had found time to take breath after its great struggle. Similar debts contracted in the same manner and for the same purpose have been paid, *principal* and *interest*, to every State in the Union which had made such advances, either in the Revolutionary War, the War of 1812, the Mexican War, or those Indian Wars, which have from time to time disturbed the country. The States of New-York, Pennsylvania, Maryland, Virginia, Delaware, South Carolina, Alabama, Georgia, New-Hampshire, and Washington Territory, have all been paid just such debts, principal and interest. In each of these cases the items of "principal" and "interest" were paid by *separate bills*, and in one case, that of Pennsylvania, the interest was not paid until ten years after payment of the principal, the principal being paid by the act of March 3, 1817, and the interest by the act of March 3, 1827. And now Massachusetts and Maine demand to be treated just as well as those States have been. Why should they not be? They certainly should not suffer for allowing their claims to remain in abeyance, because our Treasury needed every dollar it had to maintain our national credit. They not only allowed this claim to rest, but they sprang to arms with as much alacrity, to say the least, as any other State, to save the capital in its hour of peril. They continued those patriotic exertions, pouring out their blood and treasure freely, during the four long years of contest which it took to reestablish the authority of the Government.

Not one single dollar of the public domain has ever been granted for public purposes, or to promote any public enterprise, east of the Alleghany Mountains. No gift or subsidy is now asked for—only the payment of an honest debt, which has been repeatedly acknowledged to be justly due, and so decided and established by the precedents which have been mentioned. Massachusetts and Maine look to their sister States with confidence for assistance in obtaining the speedy settlement and payment of the claim now before Congress. When paid, the great national enterprise, to promote which it has been pledged, will be pushed, securing the early completion of the entire line of iron track which is to span the entire continent from the Pacific to the harbor of Halifax—a mighty link in the great highway of nations. F.

Bangor, Me., Dec. 1, 1869.

THE DUANE-ST. BURGLARY.

Yesterday, Capt. Burden took into custody one Andrew Boussart, on suspicion of being one of the men who, on Sept. 13, entered the store of Messrs. Escher & Co., No. 148 Duane-st., and stole $24,000 worth of silks and other goods. The finding of the goods in the cellar of a Mrs. Palitz, in Sixth-ave., and their discovery and seizure by a Custom-House officer on suspicion of having been smuggled, has been already given in THE TRIBUNE. Boussart was taken before Justice Hogan and committed to the Tombs to await an examination.

LOCAL MISCELLANY.

CUSTOM-HOUSE BUSINESS.

EXHIBIT FOR SIX MONTHS,

As reported through the Naval Office, for the six months ending September 30, 1869:

1. Entrance and Clearance of Vessels.	
Number of vessels entered from foreign ports	3,083
Number of vessels ent'd from domestic ports	914
Total	3,997
Number of vessels cleared for foreign ports	2,766
Number of vessels cleared for domestic ports	2,157
Total	4,923
The nationality of vessels entering from foreign ports was as follows:	
American 1,230; British 1,328; North German Confederation 244; All others 281; Total	3,083
2. Entry of Merchandise.	
Number of entries for consumption passed	49,377
Number of entries for warehousing passed	11,217
Total	60,594
Total number of steamships arriving from European ports, and to which entry clerks were detailed for assessment of duties on merchandise contained in passengers' baggage	191
Total number of passengers from whom duties were collected	1,093
Amount of duties so collected	$28,119 25
3. Cashier's Department—Entries for Consumption.	
Number of entries checked for payment of duties	52,000
Amount received by Collector as duties on the above entries	$32,316,626 99
Amount received by Collector for account of penalties	5,073 25
Amount received by Collector for compensation of officers	74,783 09
Amount refunded to importers on differences in duties	741,372 03
4. Amendment and Liquidation of Entries for Consumption.	
Number of invoices examined	54,619
Number of entries indorsed and filed	49,377
Total number of amended entries	12,364
Liquidations of entries for value	$25,638
Liquidations of entries for weight, measure, and gauge	9,679
Liquidations of entries for damage	1,324
Total	$36,641
Number of claims for damage examined	1,143
Amount of additional duties imposed	$62,693 00
Total amount of additional duties imposed on amended entries	183,285 89
Total	$245,978 89
5. Liquidation of Officers' Returns of Cargoes.	
Number of manifests received from Collector	2,510
Number of manifests examined	2,510
Number of store accounts examined and compared	6
Amount of amended entries (of payable amounts due at the closing of manifests), remaining open and unpaid April 1, 1869	$44,708 41
Amount increased to September 30, 1869	8,665 75
	$53,374 16
Amount paid	4,711 54
Balance due September 30, 1869	$48,622 62
6. General Warehouse Bureau.	
Entries received and liquidated	13,086
Number of warehouse withdrawals passed	43,697
Number of warehouse withdrawals paid	43,609
Number of penalties imposed	10
Number of Canadian exports passed	748
Number of foreign exports passed	1,619
Number of transportations in United States	720
Number of transfers for manufacturing (class No. 2)	72
Number of amendments paid	476
Number of accounts examined for refund	798
Amount received by Collector as duties on withdrawals from warehouse	$32,378,531 61
Amount received as above on amended entries	58,472 20
Amount received as above on penalties	1,242 80
Total	$32,438,246 61
Amount of weighers' and gangers' fees	20,262 44
7. Bond Department.	
Number of bonds examined and adjusted under instructions of Secretary of Treasury, June 19, 1868	96,200
Notices of amendments in amount of	54,824 46
Notices of refunds in amount of	7,160 90
Balance in favor of U. S.	$27,065 56

The various abstracts of warehouse statistics were examined and corrected as follows:

From 86 A, duty amounting to	$42,942,894 42
From 86 B, duty amounting to	2,582,480 53
From 192 A, duty amounting to	546,685 17
From 192 B, duty amounting to	448,296 25
From 193, duty amounting to	1,899,440 93
From 194, duty amounting to	21,440 95
From 195 A, duty amounting to	3,400,919 97
From 195 B, duty amounting to	1,276,316 14
From 195 C, duty amounting to	132,250 83
Increase of duties on liquidation of warehouse entries examined	311,664 80
Decrease of duties	2,480,916 02

Transportation and Export Bonds.

	Entries Examined.	Canceled.
Foreign exports, number of bonds	3,361	2,834
Foreign exports, class 2	872	847
Canadian exports	1,271	994
Canadian exports, class 2	41	31
Transportation in United States	1,217	1,353
Transportation to Mexico	42	43
Transportation to Mexico, class 2	41	5
Transfer to manufacturing	72	28

8. Drawbacks.

	Entries.	Amount.
Computation of Domestic Manufactures	962	$167,861 00
Computation on Foreign Goods exported	61	30,543 00

Certificates Issued for drawback:

	Number.	Amount.
Domestic Manufactures	845	$145,777 00
Foreign Reexports	61	31,351 00

In addition is the examination of all entries of American goods returned, and the produce of American fisheries, before allowance of free entry.

9. Auditing Department.

Abstract of account with Collector (as Collector and Disbursing Agent).

To Duties on Imports (Consumption Entries)	$32,316,627 00
To Duties on Imports (Warehouse Withdrawals	32,378,531 61
To Penal Duties	6,378 80
To Tunnage Duties	279,481 90
To Storage	83,386 79
To Fees on Custom-House Documents, &c.	291,362 49
To Hospital Money	15,996 00
To Sales of Light-House property	5,097 44
To Weighing and Gauging Fees	20,292 44
To Steamboat Fees	20,622 95
To Sales of Unclaimed Goods	72,543 12
To Forfeitures	88,283 55
To Sales of Seizure	16,284 87
To Duties on Forfeitures	53,480 64
To Rent of Building, No. 23 Pine-st.	475 00
To accounts of deceased passengers	620 00
To miscellaneous accounts	10,996 42
To remittances from U. S. Treasurer on account of sundry appropriations	2,617,781 14
Total debit	$68,251,383 16
By deposits with Assistant U. S. Treasurer	$65,206,985 01
By refund of duties overpaid	731,272 03
By debentures	193,644 12
By expenses of collection (including Naval Office)	1,412,432 25
By payments on account of light-houses	161,358 84
By payments on account of revenue cutters	58,331 26
By payments on account of marine hospital	34,491 92
By distribution of forfeitures	79,304 03
By miscellaneous payments	59,490 43
Balance—Coin $210,723 35; Currency 73,182 92	283,906 27
Total credits	$68,251,383 16
Cost of conducting Naval Office—April 1 to Sept. 30, 1869.	
Payments on account of salaries	$50,595 74
Payment on account of stationery and expenses	1,592 98
Payment on account of Naval Officers' proportion of stationery, &c., paid to Collector	1,698 22
Total	$53,886 94
Receipts from fees	44,003 37
Amount in excess of fees drawn from Treasury	9,883 57
Total	$53,886 94

POLICE TRIALS.

A MODEL POLICEMAN—THE LIBERTY-ST. BURNING.

Commissioners Bosworth and Brennan presided at Police trials yesterday. Patrolman Edward Branagan, a new appointee of the Seventh Precinct, was charged with perjury in having sworn in his application for appointment that he had never been arrested or convicted of any crime. Mr. Seth C. Hawley, chief clerk, testified that the accused had filled up a printed form, containing among other questions the following: "Have you ever been arrested for, or convicted of, any criminal offense?" To which Branagan wrote the answer, "No, Sir." Capt. Bennett was ordered to make confidential inquiries as to the character, habits, and associates of Branagan, the latter having his residence at No. 39 Broome-st. Capt. Bennett made a written report, "He is a man of good character and reputation." On this report Branagan was appointed by the Board, and sent to the School of Instruction during the day, and to the Seventh Precinct for night duty. Subsequently, Mr. Hawley was informed by a Sergeant of the Seventh Precinct that Branagan was a man of bad character. A report of the offenses for which he had been arrested and the dates of arrest was afterward sent to witness. He sent for Branagan, and read the report to him. It set forth that on June 8, 1865, Branagan had been arrested for grand larceny, and committed by Justice Mansfield; on Sept. 4, 1865, arrested for stealing cotton from the brig Star of Faith, at Pier No. 47, E. R., and committed for examination by Justice Shandley; on Oct. 4, 1865, arrested for assault and battery, and committed for examination by Justice Shandley; on Sept. 25, 1867, arrested for assault and battery on an officer, and committed for examination by Justice Shandley; on April 18, 1868, arrested for stealing cotton of the value of $40, and committed for examination by Justice Shandley. Branagan admitted to witness that he had been arrested, but said that in each case he was innocent, and had never been convicted. Witness counseled him to resign, and pointed out to him the fact that he had committed perjury in swearing that he had never been arrested. Branagan replied that he did not so understand it, and declined to resign. Counsel for Branagan asserted that his client was innocent, that he had refused to resign, and had come there to be tried and to have his character tested. Officer Brucker testified that he had arrested Branagan in 1865, on suspicion of grand larceny, and, after an examination, he was discharged by Justice Mansfield. Officer Connor arrested him for stealing cotton, and he was discharged for want of identification, by Justice Shandley. Officer Bapp arrested him for assault and battery; discharged by Justice Shandley. Officer Boch arrested him in 1867 for an assault upon him (Boch) acquitted by Justice Kelly at the Court of Special Sessions. Roundsman Buckner, on April 19, 1869, saw the accused running from an East River pier in company with another man each having a bag of cotton. The companion of Branagan dropped his bag and fled. Branagan was arrested by the witness, and detained by Justice Shandley for two days; whether there was an examination or not the witness could not say. In answer to questions by counsel, Branagan declared that the cotton found in his possession on these occasions belonged to him; that he had, after each arrest and release, obtained it from the property clerk after paying for advertising and storing the same. When he filled out the blank he supposed the words "arrested for any crime" meant a crime of which he had been guilty. He again asserted he was innocent of all the accusations made against him, and had come there to have his character vindicated.

The adjourned case of Patrolman C. Martineau of the First Precinct, who is alleged to have failed to inform any one that there was a family living in the upper part of the burning building No. 63 Liberty-st., in consequence of which the janitor, William Jessup, his wife, and two children, were burned to death, was concluded. Several witnesses were introduced by the officer to prove that it was known to the police and firemen that there were persons in the upper part of the building. Jeffrey Austin, a private watchman, testified that he told Engineer Cowley and other firemen that there were persons in the building, and an attempt was made to rescue them. Patrolman Martineau testified that he urged Jessup and his wife, who made her appearance on the stairs leading to the second story landing, to get out of the building, but that Jessup told his wife there was no danger, and in spite of a second warning from the officer, ordered his wife up stairs. After the danger became imminent, witness attempted to force Jessup down stairs, but he broke away and went up stairs, and witness saw him no more. Witness then went down stairs, and told several firemen and others whom he met, that there were persons in the upper part of the building. The case was referred to the full Board.

DISASTERS IN THE BAY.

THE PROPELLER SARAH SUNK BY COLLISION WITH THE UNITED STATES STEAMSHIP MIANTONOMAH.

Yesterday morning, about 2 o'clock, the propeller Sarah, Capt. Jones, plying between this port and Philadelphia, while outward bound came in collision, during a thick snow squall, with the United States iron-clad Miantonomah, which was lying at anchor. The Sarah received such serious damage that she shortly afterward sunk. She is a screw propeller of 197 tuns, and was built in Philadelphia in 1855. She had been lately overhauled and put in excellent condition. She was owned by the Dispatch Line, Pier No. 10, N. R., and was freighted to her utmost capacity with a cargo of general merchandise. Application was made to a person in the office on the dock for information of the details of the accident, but THE TRIBUNE reporter was told, "We have no facts to give about the affair." The loss of the Sarah is a serious blow, as the line is hard pushed with business just at this season. The Atlantic Wrecking Company sent one of its steamers to endeavor to save cargo and vessel if possible.

EXPLOSION OF NAPHTHA ON BOARD THE GERMAN BRIG DER FLEISS.

The North German brig Der Fleiss, Capt. Ehrenrich, was destroyed in the lower harbor yesterday. She belonged to Anclam, Prussia, and was consigned to C. Tobias & Co., No. 6 South William-st., who loaded her at Hunter's Point with 1,531 barrels of naphtha. She left her loading berth on Thursday, and was towed to Quarantine, where she was anchored, it being the intention of her captain to come to town yesterday morning to clear his vessel for Bilboa, Spain. The news of her destruction reached the consignees yesterday, about 10½ o'clock, and at once the wrecking steamers were dispatched to the scene of disaster. It appears from the statement of the crew, who arrived in town about 3 o'clock, that about 10½ o'clock yesterday morning some of the crew went aft to remove the after hatch for the purpose of stowing away some articles not to be used on the voyage. Immediately, and without the slightest warning, a terrific explosion occurred, and the vessel was in flames. The force of the explosion was so great that the entire deck and houses were blown off. The captain and mate were severely burned about the face and body, and they, with the crew, jumped overboard. Fortunately the pilot-boat C. H. Marshal, No. 3, was near by, and her yawl was the means of rescuing all hands. The crew, six in number, were taken to the North-German Consul's, who provided them with quarters until they can be sent home. The men are uninjured, but very badly scared, and are unable to give any details of the explosion beyond what we give. It is said that the explosion was caused by the cabin-boy lighting a match in the cabin just after the hatch was removed. All hands had a most wonderful escape from instant destruction. The inflammable character of the cargo almost precluded the possibility of saving even a portion of the hull. The wrecking steamers had four heavy streams of water on the fire before noon, but the general impression was that both vessel and cargo would prove a total loss. Insured in Prussia.

THE GATES WILL CASE.

The hearing of testimony in the famous Gates Will case, before Surrogate Mills of Westchester County, was continued at White Plains yesterday.

Cornelia Palmer, on being examined for the legatees or proponents, said: I filled the situation of housekeeper for Dr. Carlton Gates from the 19th of April to the 22d of June; at that time an aunt and cousin of Dr. Gates were living in the house; Mrs. Gates, the mother of Carlton Gates, came there in about two weeks after I went to live there; the cook left in about 10 days after Mrs. Gates came; she said that she would not stay there with Mrs. Gates, who made it too disagreeable for her; I engaged four servants for Mrs. Gates while I was there. They all left in a short time on account of Mrs. Gates, whom they said interfered with their work and food; I talked with Dr. Carlton Gates on the subject; he wished me to persuade the servants to remain, but they would not do so; I wanted to leave myself about two weeks after Mrs. Gates came there, for she was constantly interfering with the household arrangements; I remained there at the solicitation of Dr. Carlton Gates; he said he did not want his mother to interfere with me, but I finally left on her account; I never saw anything in Carlton's condition which led me to suppose that his mind was not perfectly clear; all the other servants left when I did; they would not remain with Mrs. Gates.

Cross-examined—Mrs. Gates hired me, and told me not to let Carlton know that she had done so; Dr. Hurlbut, who had known me before, gave me a letter through my sister to Carlton; I did not tell him that his mother had hired me; I never discovered that Carlton had any antipathy to his mother; I saw Carlton under the influence of liquor but once, on which occasion he had been to the City of New-York; the conduct of Mrs. Gates toward Carlton was not very motherly, but I never saw any unkindness except her interference in these household matters; I know that she greatly annoyed him in this way; I saw nothing else; she would use disagreeable expressions at the table; I have heard Carlton say that he thought his mother was insane; he wished the servants to be under me; he said that he wanted his mother made comfortable and all her wants attended to; but he did not want her to have charge of the household; in my judgment, Mrs. Gates was incapable of conducting the household.

Elbert Pelton examined—I am a clerk in an intelligence office in Fourth-ave., New-York; I know Mrs. Gates; between the 1st of December, 1868, and the last of April, 1869, she employed at least ten servants at our office; most of them were engaged by herself personally, and some were selected for her; servants would not remain with her.

Wm. Romer, who drew up the will of Dr. Carlton Gates, was cross-examined for the contestants, without eliciting any important facts.

In consequence of the absence of a material witness for the legatees, an adjournment was asked for, and granted by the Surrogate. Mr. Lyon stated that, with the examination of the witness referred to, he hoped to close his case, but would not pledge himself to call no other witnesses. The case was then adjourned until Tuesday, 14th inst.

IMPORTANT SALE OF PAINTINGS.

One of the most unique exhibitions of paintings of the season is now to be seen at the Somerville Art Gallery. It is the joint collection of J. N. T. Van Starkenborgh, R. A., and of a distinguished connoisseur, and is to be sold at auction on the evenings of Monday and Tuesday next. Beside examples of Mr. Van Starkenborgh, whose works obtained him in Europe the medals of Lyons and the Hague, and the full degree of honor as an Academician of the Royal Amsterdam Academy, there are valuable specimens of the works of other European artists equally distinguished. Among the more attractive pictures of the collection are "The Iconoclasts," a powerful historic work of Litschauer; a charming subject entitled "The Love Letter," by Baugniet; "On the English Coast near Dover," by Nicholson; "The Mendicants," by Moulinet; "Interrogatory Cupid," by Ambery; "Blessing the Bride," by Fredericksen; "The Toilet," by Hamman; "The Explanation," by Moormans; and "Waiting his Share," and "The Faithful Watcher," by Bacon of Paris. Beside these are specimens of Waterman, Roszczewski, Carl Becker, F. H. Kaemmerer, Coomans, Lanfant de Metz, and other foreign artists; also representative pictures of Cropsey, Homer, Lewis, Casilear, and Nicholson, American artists of note.

DEATH FROM MORPHINE.

For a considerable time past Mr. Samuel G. Doughty, an elderly man, has boarded at the New-York Hotel. He was reputed to be wealthy, and retired from business several years ago. Of late he has taken morphine in considerable quantities, being exceedingly nervous, and on many occasions has been cautioned about the danger of using morphine so freely. On Thursday evening he seemed somewhat confused and dull, and it was a matter of remark among his friends who observed him that he was under the influence of the drug. He retired to his room, and about 10 p. m. was found on his bed insensible. Beside the bed was a small vial partially filled with a solution of morphine. Dr. Taylor of Washington-place, his family physician, was summoned, and applied the usual remedies, but without success, and Mr. Doughty died in a few hours. Yesterday Coroner Flynn held an inquest. Dr. Taylor testified to having been called in, and finding the deceased under the influence of morphine, and his subsequent death. In his opinion, Mr. Doughty had no intention of taking his life. A verdict in accordance with this opinion was rendered. Deceased was a widower, and leaves several children.

INQUESTS.

Coroner Schirmer was requested yesterday to hold an inquest at Bellevue Hospital in the case of James Bishop, age 16, who was fatally injured on Nov. 13 while playing in the store, No. 330 Broadway, one of his feet having been crushed in the steam elevator.... John Donovan, a sailor, yesterday fell from the yard-arm to the deck of the Steamship City of Brussels, lying at pier No. 40, North River, and had his neck broken.... Coroner Schirmer yesterday held an inquest at No. 8 Albany-st., over the body of David Granbert, age 8, who was fatally scalded on Wednesday morning, a kettle of boiling water having been accidentally overturned on him.... An inquest will be held to-day in the case of Charles Dorain, who died at No. 26 Broome-st. from the effect of injuries received on Monday last, having been caught in the machinery of the Hudson Flouring Mills.... Coroner Schirmer held an inquest at No. 236 Seventh-ave., over the body of Isabella Glurkauf, who was suffocated on Thursday night by falling into the vault attached to the premises.

THE REV. DR. PRICE'S RETURN TO WALES.

A very pleasant affair took place on Thursday evening at the residence of Mr. Wm. B. Jones, No. 150 Livingston-st., Brooklyn, on the occasion of the leave-taking of the Rev. Dr. Price. Addresses were made by the Rev. Mr. Thomas, Pittston, Pa.; the Rev. Mr. R. Edwards, Pottsville, Pa. (both of whom had come from their homes to bid Dr. Price farewell); the Rev. Fred. E. Evans, late of Hyde Park, Pa., recently appointed pastor of the Laight-st. Baptist Church of this city; Mr. John T. Davies, Mr. Henry Lussey, and Wm. B. Jones. Dr. Price returns in the City of Brussels to-day after a sojourn of several months in this country, during which time he has traveled through most of the States South and West. His letters to his paper in Wales—*The Star of Wales*—have been full of interest, giving his impressions of matters and things in America, and he returns with enlarged views and more comprehensive knowledge of the greatness and future prosperity of this country. Dr. Price, in the course of his remarks, condemned severely the judiciary system, but expressed his belief that this, as well as some other undesirable things, will gradually be rectified. He especially censured the apathy with which the better class of citizens allow political and municipal affairs to be regulated by too many inefficient and unworthy persons. But, upon the whole, he felt convinced that these things, which he regarded as inevitable in a young country, will gradually pass away.

THE WALL-ST. ROBBERY.

Yesterday Patrick Fitzgerald was brought before Justice Hogan on a charge of being the one who, on Wednesday last, assaulted Joseph Chappell, a messenger in the employ of Messrs. Stout & Dickinson, brokers and bankers, at No. 29 Broad-st., felled him to the pavement, and took from a bag of gold, which the boy carried, $100. Fitzgerald was committed to await an examination.

THE COURTS.

SUPREME COURT—SPECIAL TERM.

*Before Mr. Justice Ingra