THE NEW YORK HERALD.

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TERRIBLE BOILER EXPLOSION AT GOWANUS.

Partial Destruction of Wilder's Safe Factory.

FIVE PERSONS KILLED AND FIFTEEN WOUNDED.

FOUR BODIES STILL UNDER THE RUINS.

&c., &c., &c.

About half-past 4 o'clock yesterday afternoon, a melan-choly disaster occurred in the iron safe manufactory of Messrs. B. G. Wilder & Co., situated on the corner of Third avenue and Thirteenth street, Brooklyn, the boiler of which exploded, destroying that portion of the building in which it was situated, and burying five persons under the ruins. The building was four stories high, built of brick, about two hundred feet deep, and having an extent in front of fifty feet. It was used as a manufactory for Wilder's patent iron safes. The boiler and machinery were placed in the back part of the building, which was separated from the extreme rear portion of the establishment by a partition woll of brick. The explosion of the boiler demolished one half of the main building, the southerly portion of the wall and the roof falling inward, and leaving about two thirds of the building standing, burying beneath its ruins, as we have stated, five persons and injuring a number of others. The portion of the building destroyed was used for the finishing of the safes, and contained about seventy-five heavy safes, nearly completed. The explosion was heard at a great distance, and shook the entire building to its foundation. The falling of the walls was almost simultaneous, barely giving time for those who were so fortunate as to escape to do so at the imminent risk of their lives, many jumping from the windows of the building to the ground.

The fact of the disaster was communicated to the Third district police station, and an alarm of fire sounded, which was repeated throughout the city, and the fire and police departments were soon at the scene of the disaster. Their efforts were immediately directed to the assistance of the wounded and the recovery of the dead bodies from the ruins. It was not deemed safe to proceed to the removal of the ruins until the northerly wall of the building was removed, which was at length effected, and the work was proceeded with vigorously. One body, that of Obadiah Walling, Jr., was taken from the ruins and conveyed to his father's residence in Seventeenth street, near Fifth avenue. Two bodies were seen buried amid a mass of beams which had fallen so as to leave portions of them exposed; but it was impossible to recover them without much labor. The work was conducted vigorously; but at the time our reporter left none but that of Walling had been extricated.

Many persons were injured by jumping out of the windows and by the falling of rafters and rubbish upon them. Many were also dreadfully injured by scalding. The following is a list of the killed and wounded:—

KILLED.

Obadiah Walling, Jr., safe maker, aged 19, residing corner of Seventeenth street and Fifth avenue. His father was employed in the manufactory, and was in the front part of the building at the time of the explosion. He escaped injury.

Isaac Hicks, colored, employed as a driver, was crushed by the falling of the roof. His groans were distinctly heard for some moments, but the efforts to relieve him were unavailing. He is supposed to be dead, as all sounds had ceased after he had been half an hour under the ruins.

John Heeny, a blacksmith, aged about 25 years, residing in Third avenue, near Eighteenth street, was seen lying near the body of Hicks. His body is still unde the ruins.

Two other persons were known to be buried beneath the ruins, but whose names cannot be ascertained in consequence of the excitement.

WOUNDED.

William Contrell, sheet iron straightener, spine injured, severely bruised about the head, and received several internal injuries from the inhalation of steam. He is not expected to recover. He was attended by Dr. Buell, of the Eighth ward, and Dr. McDonnell, of Court street, who were promptly on the spot and rendered every assistance in their power.

John McCutcheon, grinder, severely injured by scalding external y and internally by the inhalation of steam. His skull was fractured and his body almost literally flayed. Recovery exceedingly doubtful. He was taken to the City Hospital.

Wm. Wooton, safe maker, had his skull fractured—taken to his residence in Third avenue, near Fourteenth street.

John Wood, engineer, scalded and cut about the head.

Albert Brockett, fireman, badly bruised, and severely scalded. He was taken to his residence in Fourteenth street, near Fourth avenue.

James Allen, Jacob Hess and John Fitzgerald, boys, were injured by jumping from a window. The injuries are very slight.

John Zull, safe maker, 20 years of age, scalded and badly injured; taken to his residence in Third avenue, near Sixteenth street.

Frederick Galluhe, safe maker, residing in Essex street, near Grand, this city, arm fractured, and head and body dreadfully bruised.

Jacob Hess, residing corner of Third avenue and Fourteenth street, was severely injured by jumping out of the second story window. His head was cut and foot crushed.

Edward Krause, residing at the same place, was injured about the head and bruised about the body, by falling from the window.

Max Klaver, residing at the same house, was injured slightly by jumping from the window.

Several other men were injured, but not seriously, in endeavoring to escape from the building.

The wounded received every attention from the residents in the vicinity, and the physicians who were called to administer to them. The police of the First, Third and Eighth districts, together with the fire department, were early on the ground and labored energetically to remove the ruins from those buried beneath them. The news of the explosion spread rapidly, and the loss of life and number injured was greatly magnified.

About eighty persons were employed in the entire building at the time of the occurrence, about forty of whom were in the portion destroyed. It is astonishing that so many should have escaped.

The building was nearly new, having been built but about eighteen months ago, and occupied about a year. It was built in a very substantial manner, with especial reference to the business of the manufacture of safes. The boiler was said to be a new one at the time of its being placed in the building; but it was stated it had been deemed for some short time past insecure. This, however, is mere rumor, and if it has been so, the fact will transpire, in all probability, on the Coroner's investigation.

The loss sustained to the owners and proprietors is estimated by the proprietors to be not far from $10,000, which will cover the damage to the building, the loss on machinery, stock, &c. Seventy-five heavy safes, which were in process of manufacture, were kept in the portion of the building demolished, and completely destroyed. The property was fully insured. This catastrophe will cast a gloom over that portion of Brooklyn, from which it will not soon recover.

FROM ANOTHER REPORTER.

Wilder's extensive safe manufactory, situated on Third avenue, at the corner of Thirteenth street, Brooklyn, was the scene of a most shocking disaster yesterday afternoon. The boiler exploded and shattered the entire building. Four or five men were killed, while some fifteen or twenty were severely, and many of them fatally, injured. Our reporter visited the scene of the disaster soon after the occurrence, when he learned the following facts in relation to the melancholy affair:—

About 4½ o'clock, P. M., while about eighty mechanics were busily engaged at their respective employments, the boiler, which was situated in the centre of the building, on the basement floor, burst with a terrific crash the floors were all raised to the height of several feet, and falling back again the beams gave way, thus rendering the entire building a complete wreck. The scene that followed the explosion was a most melancholy one. The workmen might be seen making their escape from the tottering building by jumping out of the windows and climbing down the lightning rods which were attached to the warehouse. Several of the men were hanging to the window frames, and were only rescued from death by the prompt arrival of a large ladder. Many were the hairbreadth escapes, and many wonderful stories are told of the remarkable manner in which some of the fortunate ones escaped with their lives.

Now we will turn the attention of the reader to the interior of the building, where the groans of the dying and wounded, mingled with the loud crashing of the timbers, as now and then the weight of a heavy safe broke through the rubbish to find a more substantial foundation beneath, sent a thrill of horror into the souls of the most callous.

The cries of those who were not killed outright were painful indeed; but the citizens who flocked to the spot were not unmindful of their condition; for, fearless of the tottering walls, the most noble attempts were made to save the wounded and recover the bodies of those who had already died of their wounds. The work was performed with such a good will, that in less than half anhour some fifteen of the wounded were dug out of the ruins. Some of the unfortunate men were scalded severely, while others had their legs and arms broken. The sufferers were promptly conveyed to their respective residences, where medical trertment was afforded them.

For several minutes after the explosion, the voice of the colored man, Isaac Hicks, and John Heaney, could be distinctly heard calling for help. One of the rescued workmen says that he saw the latter some distance from him, and that he was caught underneath one of the beams, which pressed heavily upon his body. At that time he was crying for help, but aid did not reach him for some hours afterwards, when he was found to be dead.

The foreman of the establishment, Mr. Brockett, is, it is feared, fatally injured.

John McCutchin received severe scalds, and will not survive his injuries.

Mr. Wood, the engineer, was blown out of the first story window and was picked up in the yard badly scalded.

A man named Contrell will, it is supposed, die from the effects of scalds.

Richard Moore jumped out of the fourth story window, and landed on the ground in comparative safety.

Three boys made their escape down the lightning rod without receiving any injury.

J. Mehegan, a locksmith, was at work upon the third floor when the crash took place. He luckily enough passed the window sill, and when the flooring gave way got up on the sill, and was subsequently rescued by means of a ladder.

One of the workmen had a most miraculous escape. In the explosion the boiler came within a foot of his person, and from the concussion alone he was prostrated. He received no injury, however, but was dreadfully frightened.

The firemen were upon the ground soon after the alarm had been sent to the City Hall, and last evening did excellent service in removing the broken mass of timber, machinery, and safes from the inside of the building. The side walls of the building were pulled down by the hook and ladder companies so as to enable the men to continue their task of rescuing the sufferers without their lives being exposed to danger.

At 9 o'clock last night the work of digging out the bodies of the victims was renewed with increased zeal, and up to the hour of midnight the firemen continued in their laudable efforts.

The police of the Eighth district were also in attendance, and did efficient service in maintaining order.

The most exaggerated accounts of the accident were spread all over the city last evening, and rumors that some fifty or sixty persons had been killed were quite rife. Happily the loss of life in this case has been small. Indeed, it is surprising that not double or quadruple the number of persons were sacrificed, for the explosion made a complete wreck of the entire building and its contents.

There was a large stock of goods on hand, and all the workmen were busily engaged in getting up safes for the fall trade when the melancholy occurrence took place.

The scene of the calamity was visited by thousands last night, and the bonfires of the rubbish, made for the purpose of enabling the firemen to work more effectually, threw sufficient light into the ruined building to give visitres an excellent opportunity of beholding the terrible havoc made by the explosion.

Arrival of the Star of the West.

The Star of the West, Capt. J. W. Patterson, left her wharf at New Orleans on the 2d inst., at 8:20 A. M., and after a detention of one hour and twenty minutes at the quarantine station resumed her voyage, crossing the bar at S. W. Pass at half-past 5 P. M. She arrived at Havana on the 4th inst., at 12:40, noon, having made the voyage, running time, from the levee to Havana in fifty hours and thirty minutes, and therefore claims to have made the best passage on record between the two ports.

The Star of the West left Havana for New York on the following morning, passing the Moro at 8:45, and arrived at Quarantine, Staten Island, at 6½ o'clock P. M. yesterday, having made the run in four days and nine hours.

She brings on freight from New Orleans $284,900, consigned as follows:—

Depperman & Alburtis	$700
M. Morgan & Sons	100,000
Bank of America	181,000
G. S. Robbins & Son	3,200

Also, 99 passengers, among whom is W. Sidney Smith, Esq., her British Majesty's Consul at Trinidad de Cuba.

The news by the Star of the West is unimportant. General Concha had gone to reside at his "Quinta," a few miles from Havana, having quite recovered from his late attack of yellow fever.

The vessels of the late Spanish squadron sent to Vera Cruz had returned to Havana.

A rumor was prevalent in Havana to the effect that Winn and Channcey, the two American seamen, sentenced to the chain gang at the Isle of Pines, for having been engaged in the slave trade, had escaped from the said island.

It was known at Havana that vessels had sailed from New York for the coast of Africa, to engage in the slave trade, and the Captain General had determined to make severe examples of all so engaged who might fall into his hands.

No sickness whatever has occurred to the passengers or crew of the Star of the West since leaving her wharf at New Orleans.

Our Illinois Correspondence.

DECATUR, Ills., Aug. 1, 1856.

The Crops in Illinois—Prices of Produce—Facilities of Transportation—Cuckolding Affair, &c., &c.

After a pleasant ride upon the prince of roads, the Illinois Central, and also the Ohio and Mississippi, from St. Louis, I have been strolling over the prairies in search of items for your valuable paper. After the long and parched up season that has passed, the crops are looking uncommonly well, and the yield in this section is abundant. Oats are small in the straw, and potatoes will not yield enough for seed again. They are worth at this place $2 per bushel; wheat, $1 10; oats, 28.; corn (in the ear), 28. The corn crop promises well here, and late frequent rains have safely passed it through for a good crop. Wheat harvest is entirely over, and the yield is very fine.

The beef cattle look very fine indeed. Hay is worth from $8 to $10 per ton, and short crop at that. Potatoes are transported here from Wisconsin and Northern Illinois.

The railroad facilities are very fine now, and the Prairie State has had avenues opened that will cause the settlement and tillage of all this side of the State, that before was unproductive. The rivers are low, but the country is reported healthy.

There was a cowhiding affair before Townsley's Hotel, St. Louis, by two young bucks who had been out on Saturday last to fight a duel with blank cartridge. Not much damage done. Weather is very hot.

Obituary.

Major WILLIAM D. FRASER, of the United States Corps of Engineers, in command of Fort Taylor, at Key West, died of yellow fever at that place on the morning of the 21st ult.

HEALTH OF THE CITY.

Yellow Fever at Quarantine.

THE EXCITEMENT ON THE ISLAND—BARRICADE OF THE HOSPITAL GATE.

There continues to be great apparent excitement and fear among the inhabitants at Staten Island as to the spread of yellow fever over the island. At Castleton—the immediate locality of the Quarantine Marine Hospital—the apprehension is the greatest of impending danger. As previously announced through the HERALD, there has been two or three special meetings of the Board of Health of this place, and preliminary action taken to adopt measures to prevent the spread of the contagious disease beyond the Quarantine grounds. As the result of these meetings, the following rules and regulations have been prepared, and were yesterday placarded in large handbills in the most conspicuous places about Castleton village:—

REGULATIONS.—THE BOARD OF HEALTH IN AND FOR THE TOWN OF CASTLETON, IN THE COUNTY OF RICHMOND, DO MAKE THE FOLLOWING REGULATIONS FOR THE PRESERVATION OF THE HEALTH OF SAID TOWN.

I.

No person who has been, or who shall hereafter be, at work on any infectious vessel, or any vessel detained by the Health Officer at the Quarantine, shall come into any part of said town during the time he is so at work, nor within fifteen days thereafter.

II.

No passengers or other persons who may be landed from any infectious or other vessel detained at the Quarantine shall come anywhere into said town, outside of the quarantine enclosure, nor shall such passenger or persons take passage or go upon either of the ferry boats between Staten Island and New York city.

III

No baggage, luggage, freight or articles of any description shall be brought from any infectious or quarantined vessel outside of the quarantine enclosure within said town or carried upon said ferry boats.

IV.

No person shall throw overboard from any infectious or quarantined vessel within said town, any beds, bedding or refuse articles of any description, without the same are immediately burned or sunk, and no person or persons shall nick up, collect or draw from the water, beach or shore within said town any such beds, bedding or refuse articles, nor shall the same be brought into or pass through said town from within the quarantine enclosure or from any other place whatever.

V.

No person shall pass from within the quarantine enclosure into any other part of said town, nor upon the said ferry boats, nor shall any baggage, freight, luggage or other articles be brought from within said enclosure into any other part of said town, or carried upon said ferry boats within said town.

VI.

Neither the Health Officer, Deputy or acting Deputy Health Officer, Physician of the Marine Hospital, nor any person in their or either of their employments within the quarantine enclosure, or in visiting infectious or quarantined vessels, nor the United States Boarding Officer, shall come into any part of said town outside of such enclosure, and no person going into such enclosure shall be permitted to come out until the further action of this Board. Nor shall there be any communication or intercourse with such enclosure without the written permission of the Health Officer of the said town, stating that in his opinion it will not endanger the public health so to do.

VII.

It shall be the duty of all persons having knowledge of the violations of any of these regulations to report the same forthwith to the Health Officer or to this Board, and it shall be the duty of the Health Officer, and of each member of this Board, to institute a criminal prosecution, pursuant to statute, against every offender violating any of these regulations, of whom they shall have knowledge or information.

VIII.

The powers and duties of the Health Officer of this Board shall be—

1. To provide a safe and suitable place to which all persons within the town, outside of the quarantine enclosure, having any infectious or contagious disorder, may be removed and treated.

2. To take the custody and treatment of all such persons.

3. To make all necessary rules and regulations for the preservation of the health and the avoidance of contagious or infectious diseases in said town, and forthwith to publish and post the same in his discretion.

4. To stop all intercourse between the inside and outside of the quarantine enclosure, and if necessary for that purpose, to employ persons to fasten up, guard and keep watch over all the places of entrance to and exit from such enclosure.

5. To make complaint before some magistrate of the town of all violations of these regulations of which he shall have knowledge or information, and also to communicate the same to the Board.

Every person who shall wilfully violate the foregoing regulations, or either of them, are by law deemed guilty of a misdemeanor, and on conviction thereof are subject to fine and imprisonment, or both, at the discretion of the Court, such fine not to exceed one thousand dollars, nor such imprisonment two years.

The attention of the public is respectfully called to the foregoing regulations, and the observance of the same is earnestly enjoined and required by all abiding persons, and notice is hereby given that every violation thereof will be immediately prosecuted with the utmost rigor of the law.

By order of the Board of Health.

R. CHRISTOPHER, Chairman.

A. W. BOYCE, Clerk.

Dated CASTLETON, August 7, 1856.

Yesterday morning, at shortly after 8 o'clock, we were informed that a deputation of workmen began digging postholes fronting the entrance to the Marine Hospital preparatory to placing a board barricade to prevent further ingress and egress through the gate. There was said to be a large number of citizens present looking on at the workmen. After they had worked some two hours, they were told by Dr. Harris to desist from further labor. Upon this, operations were suspended for a time, till consultation was had with Dr. Lee, the Health Officer, and others. A conference took place, when they were directed to resume their work of barricade, which was done, and the same proceeded with uninterruptedly to the close. This took till about 12 o'clock. The barricade raised was of boards, ten feet long, placed in perpendicular position, and were so placed as to make a semi-circular enclosure of the gate, reaching about twelve feet from the gate in the centre, and built up to the wall some fifteen feet on either side. Our informant states that no opposition from the Quarantine officers was shown other than the injunction of Dr. Harris.

Although the steps as detailed have been taken by the citizens of Castleton to protect themselves against danger of the spread of yellow fever among themselves, it is said by Dr. Thompson, the Quarantine Health Officer, that not the slightest cause exists for the apparent alarm manifested. Not a single case, he says, of death by yellow fever had occurred within the village as far as could be ascertained, and not a single instance of an epidemic form of the disease had occurred within or without the jurisdiction of the Health office. He says further, that no person coming from any vessel under quarantine has been permitted to pass out of the quarantine enclosure until he and his baggage has been made free from infection or contagion by washing and fumigation. For this purpose the crews and passengers of vessels under quarantine are detained for days, and compelled to go through a process of thorough cleanliness and perfect freedom from infectious poison. The only place of the slightest infection in the entire hospital is the wash-house, where all the clothes of those having the disease are washed. All the deaths—that of the gatekeeper and others—ensuing among parties committed, the Health Officer traces to this cause.

The following is list of deaths of persons connected with the Hospital, as far as have been ascertained:—

Gatekeeper and wife.

Engineer o the washhouse, wife and two children.

An employé, named Miller.

A girl, name unknown; her mother, employed as nurse within the quarantine bounds.

Several nurses, names unknown.

Wm. Searing; his mother, employed as nurse.

Mr. Bowman, brought sick into the Hospital, and died there.

Patrick O'Neal.

John Markey.

Richard Jawson.

The three men last mentioned were employed in discharging vessels, and caught the disease and died within quarantine bounds. The last named—a stevedore—is stated to have been worth several thousand dollars, yet worked as stevedore for $3 per day.

At Long Island, opposite where the vessels anchored, south of the Quarantine buoys, if anything, more excitement has prevailed than at Staten Island. One or two meetings have been held here and stringent resolutions passed. It is said that regulations similar to the above, but more rigid, have been passed and publicly posted.

The total number of vessels at present lying off Quarantine; is about 120, with 16 anchored at Gravesend bay.

Special Meeting of the Mayor and Commissioners of Health.

THE RESOLUTIONS OF THE BOARD OF SUPERVISORS OF KINGS COUNTY—COMMUNICATION THEREON FROM THE HEALTH OFFICER—HIS ACTION APPROVED.

A special meeting of the Mayor and Commissioners of Health was called yesterday, shortly after the adjournment of the stated meeting of the Commissioners of Health. Mr. Barker, as acting Mayor, presided, and there was a full attendance of the Commissioners.

The following communication was presented from the Health Officer:—

QUARANTINE, STATEN ISLAND, Aug. 9, 1856.

TO THE MAYOR AND COMMISSIONERS OF HEALTH OF THE CITY OF NEW YORK:—

I herewith submit, for your consideration, a copy of a preamble and resolution which have been served upon me, purporting to emanate from the Board of Supervisors of Kings county, and relating to my official action. I am induced to lay them before you, because they relate to acts which the statute made it my imperative duty to perform, and many of which had my direct sanction and previous approval. Whilst I recognise the right of every individual to condemn or approve my official course, I regret that so respectable a body of men should have deemed it necessary to step aside from the ordinary line of their official duties, and under color of official authority have seen fit to accuse me without a full knowledge of the facts, and, I may add, without an examination of the law which prescribes my duties; for I cannot believe that these resolutions originated in the mind of any person at all acquainted with the quarantine laws and regulations of this port.

Quarantine was instituted for a wise and beneficent purpose. To carry out its object the Health Officer is necessarily clothed with large powers, and the community has the right to demand that he shall so exercise them that their lives and health may be protected. That I might so exercise the trust imposed upon me by law as to fully accomplish this desirable result has been my constant aim during my official career. The present season thus far has been one requiring increased vigilance in the administration of the health laws of the port. Aware of the fact that the horrors attending the fearful epidemic which prevailed at Norfolk and Portsmouth during the past year, were yet fresh in the public mind, I have taken every precaution a my power to prevent a realization of the fears entertained by many that that terrible disease would make its appearance in our midst with the approach of warm weather. These precautionary measures have led to the detention at Quarantine of an unusual number of vessels, for purposes of purification. The number finally increased to such an extent that the usual anchorage was insufficient for their accommodation without exposing vessels upon which no sickness existed, to danger, by contact with those upon which contagion prevailed. Under these circumstances, I deemed it necessary to remove such vessels as were dangerous to the public health down the bay, beyond the Quarantine buoys. In so doing I directed them to be anchored at such a distance from the shore that there could not be any possible danger of the spread of contagion except from unlawful intercourse with them. All this was done upon a direct requirement of the statute. The 12th section of the Quarantine act of 1856 provides that among other things the Health Officer shall have power "to remove from the Quarantine anchorage ground any vessel he may deem dangerous to the public health, to any place south of the Quarantine buoys and inside of Sandy Hook." This language is clear and explicit, and I assume that it is a sound proposition that when a public officer is authorized to do an act for the public protection, and he omits to exercise the power, he is properly charged with neglect of duty. I regarded these vessels as dangerous to the public health if allowed to remain within the Quarantine anchorage, and in that light they were manifestly regarded by the framers of these resolutions. When I came to that conclusion my duty was plain. Had I omitted to remove them I should have been justly chargeable with official neglect. Yet by performing a duty thus explicitly imposed by law, I have fallen under the censure of a respectable body of public officers in a neighboring county. They have characterized the act as one which "justly caused great alarm among the inhabitants" of their county. I am aware that some of the censure implied in the resolutions is founded upon the assumption that the vessels have been anchored in closer proximity to the shore than necessity required. But I submit that this assumption is wholly unwarranted, and that any one who will take the trouble to examine the harbor will concede that no other locality could have been selected which would have been as safe for incoming or outgoing vessels, and less liable to communicate the disease to the shore, while it would have afforded a safe anchorage for the shipping. And I assert that if any cases of infectious diseases have occurred on either shore, the origin of which can be traced to these vessels, they have been the direct result of a wilful infraction of quarantine laws and regulations, either by persons under quarantine or those on shore, for which the statute has provided heavy penalties and punishments. In every instance where a violation of the health laws has fallen under my observation or come to my notice, I have caused a complaint to be entered before the proper authorities. Indictments have been found upon several of these complaints, which are still pending. If any of the gentlemen comprising the honorable body to which I have referred will specify the parties who have been guilty of the acts which have led to the alarm alleged in the preamble, I shall be prompt in placing the matter before the proper tribunal.

Embraced in the resolution in regard to these vessels is a request of an extraordinary character, to which I desire specially to direct your attention. I am requested "to place a guard around the vessels which are anchored in the lower bay, to prevent intercourse with the neighboring shore." Under what provision of the statute I am authorized, and have the power and means to comply with such a request, I am at a loss to determine, unless it is the 36th section of 1850. That section provides that "it shall be the special duty of all magistrates and civil officers, and of all citizens of the State to aid to the utmost of their power the Board of Health and all the Health Officer" mentioned in this act, in the performance of their respective duties. If the Honorable Board of Supervisors had reference to this provision of law, I respectfully call upon them, as a part of the "civil officers" and "citizens of the State" to aid me in performing my duty by guarding these vessels, and informing the proper authorities of any violation of law committed by persons on board of them, having intercourse with the neighboring shore. I have too many official duties to perform to render it possible for me to witness personally any infraction of law committed within the extended limits of Quarantine, and I must therefore look to the civil officers, magistrates and citizens of the State to lend me that aid which the law makes it their imperative duty to render. If they will all co-operate with me to the extent of their power in punishing offenders against the public health, the people will have no cause to fear the spread of contagion among us.

There is another ground of complaint against me specified in the preamble which deserves a passing notice. The Board say that it is represented to them that vessels from infected ports are anchored outside of the Quarantine buoys designating the Quarantine anchorage, near the Marine Hospital, in violation of law. In reference to this it is sufficient to say that on the arrival of these vessels at Quarantine the anchorage ground was found already occupied by as many vessels as could be accommodated; and no room could be found for them elsewhere, except at too great a distance to enable the Health Officer to visit them. They have been permitted to remain there from the necessity of the case, but the vessels thus detained are not classed as "infected," but those of "observation."

I have deemed it proper to say thus much to you in regard to these resolutions, because they relate to acts which have been sanctioned by you as a branch of the sanitary authority of this port. I submit them for your consideration, and for such action as you may deem proper.

R. H. THOMPSON, Health Officer.

The following are the resolutions referred to in the previous communication, a copy of which was submitted in connection with the same by the Health Officer. The preamble and resolutions were unanimously adopted at a meeting, held the 5th inst., of the Board of Supervisors of Kings County:—

Whereas, it has been represented to this Board that a number of vessels have been anchored and continue to be anchored in the waters of this county, between Long Island and Fort Hamilton (infected with malignant and infectious diseases, to the great danger of the public health,) by order of the Health Officer of the port of New York; and whereas it has been represented that a large number of vessels, arriving from infected ports, are anchored outside of the buoys designating the anchorage ground at the Quarantine, near where the Marine Hospital now is, some of which are anchored within the waters of this county, in violation of the provisions of the 1st section of the Act entitled, "An Act relative to the public health and Quarantine, and regulations in the nature of Quarantine at the port of New York and at the Marine Hospital," passed April 9, 1856, to the great danger of the public health of the citizens of this county; and whereas the above recited measures of the Health Officer of the port of New York have not only justly excited great alarm among the inhabitants of this county, but have compelled the local authorities to organize Boards of Health to prevent intercourse from the infected vessels with the shore of this county, thus subjecting the inhabitants of this county to considerable expense; therefore

Resolved. That the Health Officer of the port of New York be requested to place a guard around the vessels which are anchored in the lower bay to prevent intercourse with the neighboring shores, and that he cause all vessels anchored there to be placed at such a distance from the shore as will prevent any danger of contagion from them, so as to quiet the minds of the inhabitants.

Resolved, That said Health Officer be requested not to anchor any vessel opposite the Marine Hospital and Quarantine grounds, in the county of Richmond, within the waters of said county, and that he cause all vessels in said location immediately to be anchored within the Quarantine buoys as required by law.

A. H. OSBORN, Clerk.

Considerable discussion ensued as to the course to take upon the communication and resolutions submitted.

Alderman BARKER (*acting Mayor*) said there could be no doubt of the law in the case. The interpretation placed upon the law by the Health Officer was, in his view, correct. In cases like the present it was greatly desirable, however, to prevent any misunderstanding when the question of the public health was concerned. And it was especially desirable to prevent any unjust fears in any quarter. He believed that unjust fears existed among the people of King's county, and he had no doubt they would allay themselves naturally. As it was, they had mainly directed the Health Officer in the course he had taken, and it was their duty to pass approval upon his acts as long as themselves and this officer were acting in accordance with the provisions of the statute specially laid down in the case.

The HEALTH OFFICER stated that the vessels anchored south of the Quarantine buoys, now a mile and a-half from shore. He had given directions and seen to the fact that they were kept at this distance. In the case a short time since of one of the vessels breaking loose from her anchor and then being driven to the shore, he deputized a gang of men to go to where the vessel lay and prevent such thing happening. He added, that while the King's county people were incensed at the proximity of the vessels to their shore pilots were swearing because they were anchored at so great a distance out. The true state of the case, so far from there being any ground of alarm, was every day growing more favorable. Incoming vessels had less of disease, and there was less of infection among stevedores and lighters. With prevention of communication between the shore and vessels there was not the slightest danger of the disease spreading to the island.

Mr. CHURCH, of Kings county, insisted that there was great cause of alarm among the residents of Long Island bordering the shore at points where the vessels now anchored, south of the Quarantine buoys. If something was not done to prevent the danger of infection, of stationing a guard around those vessels, as asked for, the people would get up a Vigilance Committee, and take the law in their own hands.

Mr. BARKER responded, to the effect that such intimations would have no weight. The law was explicit and would be enforced.

The following preamble and resolutions were now presented and unanimously passed:—

Whereas, the Board of Supervisors of the county o Kings have passed certain resolutions which imply censure of the official acts of the Health Officer of this port, in removing vessels regarded by him as dangerous to the public health down the bay beyond the Quarantine buoys, and which request him to place a guard around such vessels, to prevent intercourse with the neighboring shore; and whereas, these acts of the Health Officer received our previous approval, and were regarded by us as necessary for the preservation of the public health; therefore

Resolved, That we commend the course pursued by the Health Officer, in removing infected vessels south of the Quarantine buoys, and recommend that a similar disposition be made of all such vessels hereafter arriving in this port, as long as the Quarantine anchorage is occupied by vessels upon which no sickness prevails.

Resolved, That as the law has not placed any means at the disposal of the Health Officer to place a guard around infected vessels, we believe it the duty of the said Board of Supervisors, as "civil officers," and "citizens of the State," to aid him to the extent of their power as required by law in preventing intercourse between such vessels and the neighboring shores.

Resolved, That a copy of the foregoing preamble and resolutions be for warded to the clerk of the said Board of Supervisors, and that he be requested to lay the same before the said Board at their next meeting.

Some conversation ensued as to the movements during the morning at Castleton, Staten Island, but no definite action was taken. It was stated, that not the slightest ground existed for fear, as alleged. The whole movement was pronounced as only a resource of interested parties desiring the removal of Quarantine from Staten Island. The comments on this matter concluded, the Board adjourned till call of the Mayor.

Meeting of the Commissioners of Health.

The Commissioners of Health met yesterday at noon, at the City Hall—the President, Isaac O. Barker, Esq., in the Chair, and George F. Cocklin acting as secretary.

The following vessels were ordered to be detained at Quarantine for three days duration:—

Bark J. M. Hicks, arrived from New Orleans on the 8th instant, with cargo of tobacco, cotton and molasses.

Ship Marmion, arrived from New Orleans on the 8th instant, with cargo of cotton, tobacco and flour.

Ship Liberty, from New Orleans, arrived same date as above, with general merchandise.

Ship Nicholas, Biddle, from New Orleans, with tobacco and cotton, arrived same date.

Schooner Alla, from Savannah, arrived on the 8th instant, with cotton, rice and wheat.

Schooner Ann and Susan, from Charleston, with rice and cotton, arrived 8th inst.

The crews of the above vessels were reported all well, and the ports from which they arrived announced healthy at the time of their departure, with the exception of New Orleans.

The following vessels having complied with the previous requisitions of the Commissioners, were directed to be permitted to come to the city:—

Brig Saginaw arrived from Jacksonville with lumber on the 8th inst.

Schooner Arlington, from same port with same cargo.

Brig Lamartine, from Savannah, with lumber, arrived 8th inst.

The crews of the above vessels were well.

The following vessels were detained for observation, to wait further orders of the Commissioners:—

Schooner Kate Brigham, with a cargo of rice, arrived from Savannah.

Schooner D. Davison, from Aux Cayes, arrived 8th inst., with coffee and logwood.

Brig Empire, from same port, arrived same date, with cotton and wheat.

On the first schooner two cases were reported of doubtful fever. On the last vessel the mate was reported sick of doubtful fever.

The brig Austin, from San Juan dio Los Remidios, arrived on the 8th inst., with a cargo of sugar and molasses, and was directed to be permitted to come up to the city after five days' quarantine, if all the crew remained well.

The bark Reindeer, from Rio, with coffee, arrived on the 8th inst., and was allowed to send its cargo on lighters, at once to the city.

The brig Albert Adams, from Mantanzas, with sugar, arrived on the 8th inst., and was permitted to send its cargo to the city, after ten days quarantine, if considered safe. At present cases of doubtful fever are on board.

The bark Pamphylia, from Cardenas, with sugar, arrived on the 8th inst., and was ordered to be detained for ten days observation.

A petition to allow the Ocean Bird, previously reported, to come up to the city, was laid on the table.

A communication was received calling attention to the landing of vessels at the docks foot of Eighth, Thirty-seventh and Fifty fifth streets, North river, to receive dead animals, offal, bones, etc.

The following resolution in relation thereto, was adopted:—

Resolved. That it be recommended to the Common Council that an ordinance be adopted for the prevention of any vessel being permitted to come to or lay at or near any dock or pier, or in any slip, and to receive on board the carcass of any dead horse or other animal, the death of which occurred from accident or disease, or any refuse bones or offal, or other similar offensive substance or thing, excepting only at the docks in use, under the direction of the City Inspector, and set aside by ordinance for the above use.

The Commissioners here adjourned from their stated session to Monday.

Condition of the Streets.

REPORTS OF CITIZENS ON THE NUISANCES OF THE CITY.

We are glad to perceive from the following communications that some of our citizens are becoming fully aroused to the unhealthy condition of the streets, and that they are determined that the City Inspector shall not remain in ignorance of the nuisances which come under their observation. That officer says he is doing all in his power to preserve the health of the city, and his wardens are busy every day in the inspection of the dirtiest localities, with the view of having them cleaned. All this is very well so far as it goes, but it does not go far enough; for in many instances, it is to be feared, the inspection of the streets, houses and alleyways, is utterly useless for all beneficial purposes. Dead dogs, cats and other nuisances have been suffered to lie in the gutters, festering in the hot sun for three or four days, although both the police and City Inspector have been notified.

The Commissioner of Streets and Lamps, whose duty it also is to see to the cleaning of the streets, has been applied to repeatedly, but without effect, and the police appear to have grown tired of reporting nuisances that are never removed. The dirt cartmen are very seldom to be found where they are most required; and they are so small in numbers, or rather so few of them are employed, that the cleaning of twenty or thirty streets in a day is as much as they can accomplish. The heaps of dirt that are swept up to-day may be scattered over the streets to-morrow, and remain in that state for two or three weeks, or until such time as they are carried off by a drenching rain storm like that we had on Tuesday. But the City Inspector must not suffer whatever energies he has put forth to relax, as the streets will be in as bad a condition as ever in the course of a few days. Meantime, he would do well to read the following reports of our citizens, and see that the nuisances complained of are removed:—

TO THE EDITOR OF THE HERALD.

NEW YORK, Aug. 4, 1856.

On the 30th of July last I discovered the carcass of a dead cat lying in the gutter of the street, nearly opposite my residence, in a state of rapid decomposition. I immediately left a written notice of the fact, in a tin box provided for that purpose in the Twenty first ward station house, where I was informed the matter would be attended to on the following morning by those whose duty it was to remove dead animals from the streets. No further notice was taken of my request, and the putrifying mass was allowed to remain in front of my door until the Saturday following, when another dead cat was added, by way of a "sweetener," in the gutter directly opposite. I again went to the station house, at the request of some neighbors, and renewed my complaint; but was informed, by an officer in attendance, that several complainants had anticipated me, and that the matter would be promptly attended to. The intense heat of four or five "dog days" had superinduced putrifaction, and the stench arising from the two carcasses was anything but pleasant. This time I believed that the cause would be removed, but I was again doomed to disappointment; and the same mass of putrifaction remains in front of my door, where it has been since the 29th of July. If disease or sickness should break out in my family, on whom would the responsibility rest?

H. H. R.

TO THE EDITOR OF THE HERALD.

As the health of this city concerns even the humblest individual in the community, may I be allowed to make a few remarks. In the communications that have recently appeared in your valuable paper there appears to be no remedy for the evils complained of; at least there are none suggested. The inhabitants are under the impression that those who receive salaries from the City Treasury are the proper persons to see that the ordinances are carried out. The officials seem to think (and act under the impression) that they have only to receive the money and order the people to do the work. The City Inspector says, "It is the duty of the police to enforce the ordinances against throwing garbage into the streets, as well as other ordinances." Will he enlighten the public as to whose duty it is to see that those persons who are paid for removing the garbage, &c., do the work assigned them? If those blameless officials will take advice in return for what they so freely recommend to the taxpayers and others, let them take a trip to Boston and see how things are done there; there no barrels nor boxes of garbage and filth on the sidewalks offend the senses of the passers by until their contents are scattered in the street for an airing. The authorities there don't find fault with the inhabitants for striving to get rid of the disagreeable stench arising from the heaps of decaying vegetables, but remove the cause, and the effect is cleanliness. They consider it their business to have it done, and not the business of either the police or the landlords, or the occupants of the dwellings. There, instead of ordering the occupants to place the filth on the sidewalks, they are required to keep the barrels, &c., in their yards, when, on stated days, persons employed for the purpose visit every house, carry the barrel or box into the street, where it is emptied into a covered cart, the vessel returned by them into the yard again, and not left on the sidewalk to be stolen or incumber the street. If some such plan were adopted here, defining the duties of the subordinates, and compelling them to carry out the ordinances of the city, there need be no complaints made against the uncleanly habits of the inhabitants, or remissness on the part of the police. If the heads of departments are in earnest to benefit the public, let them prove it by their acts, and issue no more proclamations without meaning.

A NEW YORKER.

TO THE EDITOR OF THE HERALD.

I would respectfully call the attention of the