THE NEW YORK HERALD.

WHOLE NO. 8802. SUNDAY MORNING, OCTOBER 14, 1860. PRICE TWO CENTS.

THE PRINCE'S THIRD DAY.

ANOTHER DRIVE THROUGH THE CITY.

Visits Brady's New Photographic Gallery, Ball, Black & Co.'s Diamond Palace and Barnum's Museum.

The Prince and Party Superbly Photographed by Brady.

The Call of the Prince on Gen. Scott, at His Residence in Twelfth Street.

THE FIREMEN'S PARADE.

IMPOSING TORCHLIGHT PROCESSION.

The Real Wide Awakes of the Metropolis.

OUR FIREMEN IN A BLAZE OF GLORY.

THE RED SHIRTS UNDER FIRE.

The Scene as Viewed from the Fifth Avenue Hotel.

The Aristocracy Quarter Invaded by the Brawn and Muscle of the City.

THE INCIDENTS OF THE NIGHT.

THE TRIP TO WEST POINT, &c., &c., &c.

It is unquestioned that during his tour on the Western Continent his Royal Highness the Prince of Wales has nowhere been welcomed with greater cordiality and with such outbursts of popular enthusiasm—has nowhere witnessed more interesting sights and brilliant spectacles, than in our imperial metropolis. The magnificent reception on Thursday, the interesting visits to various places, and the glittering diamond ball on Friday, together with the incidents and the splendid torchlight procession of the firemen last night, have all impressed the Prince and suite in the most favorable manner. Every member of the royal party has in virtually expressed his extreme delight at the brilliant greeting which they met with in New York. The glitter and glory of the diamond ball, with its elegant decorations and host of handsome women, especially elicited their unbounded admiration.

After leaving the ball room, it was five o'clock yesterday morning when the Prince had reached his hotel and retired to rest. He slept till nearly ten, and rose quite refreshed. All the morning an eager crowd was assembled around the Fifth Avenue Hotel, hoping to obtain a glance at his Royal Highness whenever he should leave his apartment. No programme of proceedings was formally announced for the afternoon yesterday, but it was generally known that the Prince would spend it in visiting several places of interest in as private a manner as possible. The day was exceedingly fine; the principal streets were alive with carriages and the sidewalks with pedestrians. It was after twelve o'clock, noon, when the Prince and suite left the hotel. They drove down the Fifth avenue.

VISIT TO BRADY'S NATIONAL PHOTOGRAPHIC GALLERY.

Mr. Brady was sent for by the Prince on Friday morning, when it was intimated to him that his Royal Highness would be glad to visit his new gallery if matters could be so arranged as to render the visit a private one. Mr. Brady, gratified at the high honor paid him, undertook to close his doors to the public during the hours at which the Prince would be present. An appointment was accordingly taken for yesterday morning, and arrangements were made to carry out strictly the Prince's wishes. The doors of the establishment were inexorably closed against all comers during the early part of the day, and even the most intimate friends of the proprietor were denied admission. Owing to the necessity of giving the public some explanation of the fact, the Prince's intention got noised about, and the private entrance in Tenth street soon became blocked up with fashionably dressed people, anxiously awaiting a chance of getting a sight of his Royal Highness. By twelve o'clock the crowd had increased to such an extent as to impede the passage of the vehicles on Broadway.

At half-past twelve the carriages of the Prince and his suite were seen approaching from the direction of the Fifth avenue, and a rush was made for the private entrance where they were to alight. His Royal Highness acknowledged the cheers of the crowd and the salutations of the ladies, through a long file of whom he had to pass, by uncovering and bowing frequently. On entering the splendid new gallery, which has just been completed at so much expense, the Prince gave expression to the gratification which the spectacle of this magnificent collection afforded him. He inspected, with curious interest, the portraits of the statesmen and literary and other celebrities of this country, pointing out to the members of his suite such of them as he had been familiar with by reputation.

After remaining a short time in the gallery he was taken up to the operating rooms, where, singly and with different members of his suite, he gave the artists a number of sittings. First were taken three imperial groups of the whole party, with his Royal Highness as the central figure. Next was executed a full length imperial photograph of the Prince standing alone. His Royal Highness had then a number of miniature photographs of himself and the young noblemen of his suite taken singly and in groups, to serve as *cartes des visites*. All the impressions were admirably distinct, the day being peculiarly favorable for the operation, and the members of the royal party to whom the proofs were subsequently shown were loud in their commendations of the accuracy and perfection of the apparatus used in the establishment.

Returning to the gallery, the Prince again spent some time inspecting the collection. He seemed particularly pleased with the colored photographs, which are finished in the most elaborate style, and admitted to be *chef d'œuvres* of art. The collected heads of the members of the Senate and of the House of Representatives appeared to interest greatly the party, but more especially the Duke of Newcastle, who devoted a good deal of time to the examination of the portraits of politicians.

Several large commissions were given by the Prince, the Duke, Mr. Englehart and other members of the suite, for immediate execution. Amongst those given by the Duke was one of the President and his Cabinet, and one of each of the Presidential candidates.

Before leaving the royal party inscribed their names on the visitors' book. The following is the page as it stands inscribed—a proud memorial for Mr. Brady:—

OCTOBER 13.

Albert Edward
Lyons.
Newcastle.
St. Germans.
Robert Bruce.
C. Tredaile.
Hinchinbrooke.
Charles G. L. Eliot.
G. D. Englehart.
Hugh W. Ackland.
G. F. Jenner.

As the Prince stood at the head of the staircase, on the point of taking his departure, an interesting incident occurred. An old man, bowed down and tottering with the weight of years, was presented to him by Mr. Brady, who stated that he happened to be in the palace on the night his Royal Highness was born. The Prince addressed him in the most kindly terms and seemed touched by the circumstance. On leaving his Royal Highness extended his hand cordially to Mr. Brady, and expressed the great gratification he had derived from the inspection of his collection. The visit of the royal party lasted over two hours, and on entering their carriages they were greeted with enthusiastic cheers by an immense crowd which had been waiting patiently all that time to get a glimpse of the Prince.

VISIT TO BARNUM'S MUSEUM.

The royal party drove down Broadway, amid the cheers of the crowd, and visited Barnum's Museum, on the corner of Ann street. Two days before an invitation had been extended by the "Prince of Snowmen" to the Prince of Wales and his illustrious companions to witness the curiosities in the Museum. It was not till within an hour of the time chosen for the visit that intelligence was conveyed to the manager that the invitation had been accepted. A large number of spectators were present in the Museum, although it was not even suspected by the people that the Prince would be there. Mr. Barnum himself had left the city in the morning on business. Mr. Greenwood, when he heard that the Prince was coming, caused the performance in the lecture room to be commenced half an hour before the usual time, so as to clear the floors of a portion of the crowd, in order that the Prince might have a better opportunity to walk round and examine the curiosities. When the Prince arrived there was a great crowd outside the Museum, and hundreds more were soon added to the number assembled within the building. The Prince was received by Mr. Greenwood and immediately conducted to the second story. The first object of interest pointed out was the "What Is It?" in which his Royal Highness manifested a good deal of curiosity. In compliance with his wish, the keeper went through the regular account of the animal. In the same section of the building the party were shown the Albino family, concerning whom they made several inquiries. The Siamese twins, the sea lion and the seal were also pointed out; and some of the animals were fed in the presence of the Prince at his own request. He was conducted through the building and had his attention called to the objects of special interest. When he had gone all over the Museum, he remarked that he supposed he had seen all the principal curiosities, and then almost in the same breath he asked, where was Mr. Barnum? The reader must decide for himself whether the Prince intended to class Barnum among the "curiosities," and whether he considered him the greatest he expected to find in the Museum. Mr. Greenwood, however, explained that the illustrious showman had gone to Bridgeport on business. The visit to the Museum was brief but interesting, and when leaving, the royal party indicated that they had been highly pleased with their visit. Entering their carriages again, they proceeded to the Fifth Avenue Hotel, where they partook of some refreshments. After lunch the royal party again left the hotel.

VISIT TO GENERAL SCOTT'S RESIDENCE IN TWELFTH STREET, NEAR FIFTH AVENUE.

The veteran warrior received the Prince and suite in a most cordial manner. His Royal Highness was glad to meet again the accomplished commander, in whom he has taken the deepest interest. The visit was not protracted. It was a pleasant social call, of a strictly private character. The members of the household were introduced to the Prince and the nobles, and a short time was devoted to social chit-chat and the interchanging of civilities. The veteran hero was exceedingly kind and attentive to the hopeful royal heir of England, and the young Prince appeared as highly pleased at receiving these civilities as the illustrious General was unrestrained in bestowing them. His Royal Highness felt very much at ease, and freely joined in pleasing conversation. Feelings of friendship and good will were expressed, manifestations of mutual pleasure at the visit were repeated, and then the distinguished guests took leave of the American commander.

VISIT TO BALL, BLACK AND COMPANY'S JEWELRY STORE.

The royal party next proceeded to the establishment of Ball, Black & Co., in Broadway. It had been intimated that the party would spend an hour, some time during the day, in this magnificent establishment. For a couple of hours before the royal tourists reached there, a crowd began to collect around the store. The numbers continued to increase until finally the street in front of the building was completely packed with people, and vehicles were compelled to turn off into the side streets. Soon after five o'clock the Prince arrived, and when he came he was greeted with enthusiastic cheering. A sufficient police force was in attendance to keep the crowd from pressing in through the doors. When the royal party entered, they were received by Mr. Ball, who conducted them through the entire establishment. The Prince was first escorted to the second floor, in order to avoid annoyance from the crowd below. Then the shutters were closed, while the whole building inside was illuminated. On the second floor the Prince admired the handsome clocks, the elegant porcelain ware, and especially the great variety of artistic bronzes. On the third floor he took pleasure in observing the immense assortment of splendid chandeliers. Coming down to the lower floor, he examined minutely numerous articles of jewelry and silver ware. While making the tour of the establishment, Mr. Ball called the attention of the Prince and the Duke of Newcastle to a beautiful silver prize goblet, which was manufactured for the Robin Hood Riflemen, of Nottingham, England, and of which the Duke is the Lord Lieutenant. The goblet is a splendid piece of workmanship, being covered with military emblems in mediæval style, and having also engraved upon it the coat of arms of the town and the insignia of the company. The Prince expressed himself highly delighted with everything he had seen, and admired particularly the magnificent silver set recently presented to Colonel Duryee by the members of the Seventh regiment. His Royal Highness purchased a large variety of ornaments, besides giving extensive orders for the manufacture of many articles of jewelry and silver ware. During all the time that he was in the establishment the crowd outside remained undiminished. The people became clamorous to see him; so, before leaving he appeared on the balcony and bowed to the multitude. They cheered him in the most enthusiastic manner when he came out. He soon retired, however, and presently the royal party re-entered the carriages and drove away from the store, followed by a tremendous crowd of people.

The Prince paid passing visits to a few other places, which he was enabled to do with greater privacy. There were a number of establishments in Broadway which he would have visited had the time permitted. But night was now coming on, and contemplated trips to Staten Island and to Greenwood earlier in the day had already been abandoned. The Prince is becoming exceedingly interested in New York. He would like to linger longer, so as to visit many other places of interest in the metropolis, but the previously perfected arrangements for the return of the royal party to England have rendered it impossible.

During his progress yesterday the people everywhere greeted him with the greatest enthusiasm, and many pleasing incidents transpired. Horticulturists sent him fruits, and children and ladies presented him with flowers.

An interesting incident occurred in the presentation of the Prince to Captain Frederick Lahrbush, who, in 1789, served under his Royal Highness the Duke of York in Holland. In 1863 the veteran captain, who is now ninety five years of age, went to Hanover as one of the body guard of his Royal Highness the Duke of Cambridge. In 1809 he served under the Duke of Wellington in the Peninsular war, and also took part in other important engagements, retiring in 1815 on half pay. For the last twelve years he has resided in this country. The Prince was interested when assured, in answer to inquiries, that the captain was really ninety five years old, and the interview was pleasing to both parties.

The royal party were out during the whole of the afternoon, and at all the places which it was supposed they would visit crowds of people collected. Finally the Prince returned to the hotel, from the balcony of which he witnessed the magnificent torchlight procession of the firemen, a graphic description of which we give below.

THE FIREMEN'S PARADE.

According to the programme laid out by the Reception Committee for the entertainment of the Prince of Wales, the grand torchlight procession of the firemen took place last evening in honor of his Royal Highness, and in every particular proved a splendid success, treating our citizens to one of the finest spectacles ever witnessed in New York, while at the same time affording the distinguished guest of the nation an opportunity of inspecting, under the most favorable circumstances, one of our peculiar American institutions, as useful and conservative as its reputation is universal. We mean, of course, the volunteer, unpaid, and heroic defenders of our lives and property—the New York Fire Department. The display of last evening, perfect as it was in every particular, must have impressed the Prince and his noble suite with a profound conviction of the greatness of a nation which can produce so splendid a force of stout, athletic and well behaved men, self devoted to the interests of the public, without receiving any remuneration save that which true men ever experience in the performance of good actions.

All day long preparations on the part of the firemen were observable throughout the city, and night brought with it a scene of excitement and splendor which has seldom been seen even in this progressive and restless portion of the globe. The weather, providentially, was not Prince of Walesish, that is—it did not pour down in torrents of rain just at the time when a clear sky and dry streets were most devoutly to be prayed for. The day was bright and bracing, and the evening was still better, the stars shining out brilliantly, and the sky being as cloudless as the clearest day of midsummer. The people were naturally, under such favorable circumstances, out in thousands, and the scenes presented in the streets were altogether of a most animated character. A full description of the decorations and incidents noticeable along the route of the procession will be found below.

Of the procession itself it is impossible to give anything like an idea of the reality. From the standpoint occupied by our reporter, the spectacle formed by the miles of torches, engines and firemen, passing rapidly in review; the brilliant calcium lights flashing in every direction, and the magnificent display of rockets, Roman candles and blue lights, illuminating the heavens with all the colors of the rainbow, was in the highest degree grand and imposing.

A feature of last evening's exhibition worthy of remark was the non-occurrence of any serious accidents or incidents which might have a tendency to spoil the pleasurable effects intended by the Committee of Reception. For a wonder nobody was hurt, and no fights are to be recorded. The affair was well managed in every respect, and reflects the greatest credit on Chief Engineer Decker and the firemen. True to Mr. Decker's promise, the procession was over and all the engines safely housed before midnight—a fact which our military friends would do well to imitate in future, as the patience of New Yorkers would not be equal to such another trial as was suffered last Thursday, on the occasion of the Prince's arrival.

The police arrangements were likewise admirable, being under the control of Captain Cameron, who performed his duty faithfully and well. The steamboat squad, composed of fifty-five men, were detailed to march in front of the procession, under the command of Sergeant Gerst, in order to keep the route clear of obstructions.

It was announced that the line would form at half-past six precisely, but it was fully an hour and a half later before all the companies were at their posts and the procession commenced to move through the streets set down in the programme. The route, as stated in yesterday's HERALD, was through Fourteenth street to Fourth avenue, up Fourth avenue to Twenty third street, through Twenty-third street to Madison avenue, up Madison avenue to Twenty sixth street, through Twenty sixth street to Fifth avenue, down Fifth avenue (passing in review before the Prince at the Fifth Avenue Hotel) to Fourteenth street, through Fourteenth street to Fourth avenue, down Fourth avenue to the Bowery, through the Bowery to Chatham street, through Chatham street, around the lower end of the Park, and up Broadway to Union square, where the several companies were dismissed.

THE PROCESSION

marched through the streets in the following order:—

FIRST DIVISION.

Elisha Kingsland commanded this division, which consisted principally of the visiting companies from Brooklyn, Rahway, Mount Vernon and other places. The companies were as follows:—

EXEMPT ENGINE COMPANY.
James L. Miller, Foreman.

This company turned out strong, and looked remarkably well. They numbered about fifty men, and wore the usual regulation dress. The engine was tastefully decorated, and bore a very large and powerful calcium light, which, from its intense and dazzling light, attracted the notice of all. The members are all powerful, fine looking men, and are a host in themselves.

WASHINGTON ENGINE COMPANY, NO. 1, OF MOUNT VERNON,
W. C. Beardsley, Foreman,

Paraded forty men, all bearing torches, their uniform differing from that of the New York companies only in the addition of a fatigue cap, attached to the belt. The engine was decorated with a very handsome signal lantern in front, which bore the designation of the company in red and white colors. On the top was a locomotive light, which threw a lurid glare on all before it, and immediately behind was a device representing the temple of liberty, with a wax image of the divinity herself seated inside, dressed in robes, among which the American colors were prominent. The dome of red, white and blue stripes was supported by eight columns resting on an octagonal shaped pedestal, the whole presenting a very pretty sight, and attracting universal attention. This company during their stay in the city have been the guests of Engine Company No. 15.

EAGLE ENGINE COMPANY, NO. 3, OF RAHWAY.
Amos A. Dearkin, Foreman.

This engine presented a very plain appearance, having no other ornament than a few Japanese lanterns; but this want was fully made up by the fine appearance of the members. Their uniform was similar to that of their New York brethren. They are the guests of Paulding Hose Company, No. 37, at whose house they have been handsomely entertained.

MONTAUK ENGINE COMPANY, NO. 22, OF BROOKLYN,
Edwin Hillyer, Foreman,

Presented a very imposing appearance. The drag rope was manned by ninety men, carrying colored lanterns, while a file of men lighted up the engine on each side with immense torches. The pioneers were also equipped with torches, and looked remarkably well. Stewart's brass band and the Thirteenth regiment drum corps were in attendance. The engine, which is a large double decker of the first class, was decorated regardless of expense. A neat transparency, bearing the inscription

MONTAUK,
22,
BROOKLYN,

was suspended from the forward brakes, wreaths of natural flowers were strung around the box, while towering above all was the figure of an Indian chief, five feet in height, elegantly carved in wood. The panels attracted a great deal of attention, especially the one which represented the burning of the Ocean Monarch in the English Channel. The "Rescue," a Newfoundland dog dragging the body of a shipwrecked mariner ashore, and "Protection," the dog acting as a guardian over the body of the inanimate sailor, were much admired. The entire company paraded in blue coats, red shirts, black pants, black silk neckties, &c. In addition to the torches and colored lanterns, they were plentifully supplied with fireworks, consisting of rockets, Roman candles, signal lights and various other pyrotechnics. Several of the Assistant Engineers of Brooklyn were in attendance as invited guests.

SECOND DIVISION.

This division formed on the south side of Fourteenth street, right resting on Tenth avenue, but the apparatus placed in reverse order. It was commanded by Engineer Timothy L. West, headed by Whitworth's band, and paraded in the following order:—

Chief Engineer Decker.
Engineers Banich and Cornwell, special aids.
HUDSON ENGINE COMPANY, NO. 1.
John Nawill, Foreman.
Band.

The company's house is located at No. 188 West Forty-seventh street, between Eighth and Ninth avenues. The company performs duty in the First and Second districts. The company turned out fifty men in firemen's uniform. The engine was splendidly decorated, and illuminated with beautifully colored lights, while a succession of fire works blazed on each side.

EAGLE HOSE COMPANY, NO. 1.
Lewis Hopps, Foreman.
Whitworth's band—twenty pieces.

The carriage reel is of rosewood, with plain circular gold stripe; bright steel running gear; wheels painted dark blue, with gold stripe. The whole was illuminated by four small side and one superbly ornamented silver plated signal lantern, with colored glass sides.

MUTUAL HOOK AND LADDER COMPANY, NO. 1.
George A. Hilton, Foreman.

A large gilt eagle was placed on the top of the truck, while on the sides was the word "Mutual" (the name of the company). This was done with gas burners, which were supplied with gas from a large iron cylinder placed under the truck. A number of colored paper balloons, or Chinese lanterns, were suspended from different parts of the truck, and the whole arrangement was a remarkably brilliant one, and reflected much credit on the taste of the members. Eighty men paraded.

NIAGARA HOSE COMPANY, NO. 2.
John Ryan, Foreman.

No extra decorations had been placed on this carriage, but the members had evidently bestowed much time and pains in polishing and burnishing the mountings of their carriage. Thirty-one men paraded, all in firemen's costume.

FORREST ENGINE COMPANY, NO. 3.
John Irwin, Foreman.

Turned out strong. They numbered 130 men, and were dressed in red shirts, black pants, and looked exceedingly well. The engine was ornamented with the figure of a stuffed deer, and a handsome plume, which cost $30. The display of torches and fireworks was very effective, and elicited rounds of applause.

INDEPENDENCE HOSE COMPANY NO 3.

This company turned out thirty men, and made a very good appearance.

NIAGARA ENGINE COMPANY, NO. 4.
Francis Webb, Foreman.

They paraded about one hundred men, and presented a fine appearance. On the top of the condensing case was a beautiful Prince of Wales Plume, bearing the motto "Ich Dien." The whole was illuminated with several large reflectors.

MARION HOSE COMPANY, NO. 4.
Henry P. Keeland, Foreman.

Paraded forty-five men, with torches, making a very creditable appearance. The carriage was decorated with a stuffed fox and a handsome whip, recently presented by some ladies. A transparency representing a swamp fox running at full speed, with the motto "We still Live," completed the decorations.

PROTECTION ENGINE COMPANY, NO. 5.
James F. Horan, Foreman.

This company, which dates its organization from 1762, had their machine surmounted by a semi-circular board, handsomely gilded and painted, and about six feet long and one foot wide, with the motto, in plain, large characters, "5—Organized 1762—5." It was also richly dressed with lamps and flags.

NEW YORK HOSE COMPANY, NO. 5.
Frank Raymond, Foreman.

The members of this company made quite an extensive display, parading both their new steamer and hose carriage. They turned out about fifty men. The steamer has but recently been finished, and is the same one that took the first prize of the third class steamers exhibited at Troy about a week ago. It is about the size of 29 Engine, and was decorated with numerous lights, which, in connection with the silver casings, made a very neat appearance. Behind the steamer was the silver carriage belonging to the company, which has been running for over twelve years. A costly American flag adorned the reel, and a number of lights illuminated the carriage, the whole surmounted by an American eagle.

CHELSEA HOOK AND LADDER COMPANY, NO. 2,
J. W. Walton, Foreman,

who possess the largest truck in the department, paraded eighty-six men. Sixty boys in red shirts and glazed caps, ranged inside the ropes and bearing torches, formed a pleasing feature of the display made by this company. The truck was illuminated by over one hundred lighted jets, placed in lines upon the ladders, cradle and perch, the whole being surmounted by a large gilt eagle, which the company regard as quite a prize, they having rescued it in a partially consumed state from a fire in Bethune street some time since. Uniform—Red shirt, fire cap, black pants and belt.

THIRD DIVISION.

This division formed on Fourteenth street, right resting on Ninth avenue. Edward W. Jacobs commanded the division, which marched in the following order:—

AMERICUS ENGINE COMPANY, NO. 6.
J. McGarigle, Foreman.
Manahan's Band—forty pieces.

The engine is a first class one, Philadelphia style; yellow and red body, with gold gilt striping; polished steel brakes and running gear; bright copper air chamber, with the figure six in raised silver letters; the condenser case is painted a deep red, ornamented on the corners and edges with rich carved and gilt columns and scrolls; on the top of the case was the words "Americus—veni vidi vici." The most prominent object of attraction on this machine was the "Temple of Liberty," in which was a female figure, life size. This company paraded one hundred men.

CROTON HOSE COMPANY, NO. 6.
Thomas Conlon, Foreman.

The hose carriage is painted a plain cream color, and was decorated with American flags.

LEXINGTON ENGINE COMPANY, NO. 7,
D. Cheshire, Foreman.

This company paraded last night their new steamer for the first time. It is very handsome, and has just been built for them at Seneca Falls. It was not ornamented, as the fine steamer was in itself sufficient. The full number of men turned out, and wore the red shirt and black pants.

RINGGOLD HOSE COMPANY, NO. 7.
Albert Winham, Foreman.

The Ringgold presented a very fine appearance, and was profusely and tastefully decorated. On each corner was a large lantern, while stationed round the carriage were thirty globes; round the cylinder was a highly polished plate of metal. The sides of the reel were looking glasses. Instead of bearing torches, each man had a small lantern attached to his belt, which was neat and novel. They own their own carriage, which is worth $5,000, and paid all their expenses, which amounted to fully $500. The men wore red shirts and black pants, and numbered their full complement.

EAGLE HOOK AND LADDER COMPANY, NO. 4.
J. J. Barns, Foreman.

The body of the truck, wheels, running gear and cradles painted in ultramarine blue, the latter richly decorated with fine raised gilt scroll work. The ladders are painted black, with the name and numerical designation of the company in gold gilt letters, shaded with bright red. The top of the truck was illuminated by four extra large torches; in the interval between two of these was perched a large living bald eagle, which appeared much discontented as the procession proceeded; a large brass frame signal lamp was prominently displayed on the top of the truck, the sides of which were of stained glass, with the name, number and emblems of the company displayed thereon; other portions of the truck were festooned with American flags and bunting. This company paraded sixty men, uniformed in fire caps red shirts, black waist belts and black pants, each man bearing a torch.

CITY HOSE COMPANY, NO. 8,
Wm. F. Twibill Foreman,

Appeared sixty strong. Their carriage was illuminated by colored lamps and surmounted by a wreath of flowers, and a Drummond light flashed its brilliant rays from the front of the machine. The men appeared in red shirts and black pants.

MANHATTAN STEAM ENGINE COMPANY, NO 8.
Robert C. Brown, Foreman.
Shelton's Band—thirty pieces.

This company has a first class steam fire engine, owned by themselves. They are the pioneers in this city in the use of steam for the extinguishment of fires. The boiler of the engine was neatly encased with Russia sheet iron, bound with brass hoops; the front of the boiler was neatly ornamented with brass work; the motive works of the engine were of polished iron; the wheels painted red, relieved with black stripes, and were illuminated by a novel mechanical arrangement with circular jets of bright light; a large bright flame poured out of the smoke stack, which cast a lurid light on the street as the engine passed along in the procession; the copper air chamber of the machine was brightly polished and surmounted by a richly silver plated signal lantern, with the name, numerical designation and emblems of the company engraved on the stained glass sides. The company paraded seventy members, uniformed in fire cap, red shirt and black pants. The body of the four wheeled tender of the engine was painted a deep blue, with name Manhattan and VIII. on the sides in gold gilt letters; the wheels are painted a cream color, with red striping. On the top of the tender was a stuffed baby elephant, nearly the size of a cart horse. It presented quite a novel appearance, and caused much merriment to the spectators during the procession. The Manhattan, by long odds, had the most elegant and costly machine and decorations in the procession.

COLUMBIAN HOSE COMPANY, NO. 9.
John L. Herbell, Foreman.

They turned out forty men, and had their carriage decorated with three arches of lights running over the reel of the carriage; a beautiful coon's tail mounted the top, surrounded by lights.

WATER WITCH ENGINE COMPANY, NO. 10.
Wm. Banham, Jr., Foreman

Stationed at Eighty-second street, near Fourth avenue, and doing duty in the First and Second districts. The company mustered seventy men, all clad in the firemen's uniform—red shirt, black pantaloons and fireman's cap. Each man bore a flaming torch in his hand. The engine was decorated with thirty-seven lights on the side levers, fore and aft, while on the air chamber the stars and stripes floated aloft. The blazing lights of the lamps, the vivid flame from the torches and the crimson shirts of the men made up together a brilliant show.

LIBERTY HOSE COMPANY NO. 10.
James Rickard, Foreman.

This carriage was decorated with a large plume of red, white and blue feathers, and five handsome stained glass lamps. The carriage is a very handsome one, and great care had evidently been bestowed on it. Sixty men paraded, all attired in the usual fireman's costume.

OCEANUS ENGINE COMPANY, NO. 11.
John Wiley, Foreman.

They paraded eighty men, and had out their Philadelphia engine, which was painted by Moriarty. On one side is a well executed painting of "Helen at the Burning of Troy," "Neptune's Chariot," "Commerce," and "Madonna." Two handsome colored lamps adorned the top, the whole engine being surrounded by colored lights; on top of the condensing case was a heavy liberty cap, surrounded by a number of small lights. Two large reflectors also adorned the engine, the whole being illuminated with about sixty lights. They also carried a beautiful American flag, presented them by the ladies of Charlestown, Mass.

WASHINGTON HOSE COMPANY, NO. 12.
Arthur Dougherty, Foreman.

The house of the company is at 380 West Forty-third street, and the company does duty in the First and Second districts. They turned out one hundred and forty strong, all in regular fireman's uniform. They carried a blazing torch. There were no particular decorations to the carriage.

JACKSON HOSE COMPANY, NO. 13,
William Graham, Foreman,

Numbering fifty-five men, presented a handsome appearance. They paraded in red shirts, black pants, &c., and looked well. The carriage was decorated with a heavy plume of red, white and green, and was well lighted up.

FOURTH DIVISION.

This division formed on the south side of Fourteenth street, right on Eighth avenue. Engineer G. Joseph Ruch commanded this division, which marched in the following order:—

COLUMBIAN ENGINE COMPANY, NO. 14.
Robert Rogers, Foreman

This company mustered eighty men. Their engine was illuminated with gas, on the principle of the ferries and cars, which flashed with intense brightness through stained cut glass lamps. This was a novel and very beautiful feature of the parade.

EXCELSIOR HOSE COMPANY, NO. 14,
L. W. Warner, foreman,

Paraded thirty-five men with torches. The apparatus was a very pretty one, being silver mounted, but without decoration. Uniform, red shirt, fire cap, black pants and belt.

CHATHAM ENGINE COMPANY, NO. 15.
William Stout, Foreman.

In front of this engine were two lanterns, and over the boiler a large and handsome bull's eye lamp of white and blue glass. The wheels were painted in blue, red and gold. On the leader jacket was displayed the designation of the company. They turned out seventy men, who were dressed in red shirts, black pants, belts and white comforters, with the usual fire cap.

ATLANTIC HOSE COMPANY, NO. 15.
John Kerrigan, Foreman.

The style of this carriage was remarkably plain and neat; no decorations, beyond three handsome silver lamps, were observable. Forty men paraded in the costume usually worn by the members of our Fire Department.

UNION HOOK AND LADDER COMPANY, NO. 5,
James Kelly, Foreman,

Paraded in red shirts, black pants, &c., and numbered fifty men. The apparatus was handsomely trimmed with colored lanterns, while the men carried torches and fireworks.

MOHAWK ENGINE COMPANY, NO. 16.
John J. Glass, Foreman.

A large number of torches were placed round this engine, while on the top a handsome calcium light was placed. This was brought over in the Vanderbilt on her last trip, and cost about $700. It was imported from London for the use of this company. One hundred men paraded, all in the usual fireman's dress.

TOMPKINS HOSE COMPANY, NO. 16,
James Tilly, Foreman,

Paraded in red shirts, black pants, &c. They numbered forty-five men, and looked very well. The carriage was ornamented with the miniature figure of a fireman and a stuffed squirrel. The display of torches and fireworks was very fine.

EAST RIVER ENGINE COMPANY, NO. 17,
Alfred A. Donalds, Foreman,

Paraded seventy men, with torches, making a very handsome display. The apparatus was lighted up on each side with torches, and looked very well. The engine, which is a second class one, was not decorated in any way, neither was there any display of transparencies. The men were dressed in red shirts, black pants, &c.

UNION ENGINE COMPANY, NO. 18,
James Connelly, Foreman,

Paraded seventy men, preceded by Robertson's brass band. A row of lamps were suspended along the brakes of the engine, and a corps of fifty volunteers were ranged inside the ropes bearing torches and dressed in red shirts and glazed caps. Uniform, red shirt, fire cap, black pants and belt.

FIFTH DIVISION.

This division formed on the south side of Fourteenth street, right resting on Seventh avenue, and was commanded by Engineer John Brice. The division paraded as follows:—

AMERICAN HOSE COMPANY, NO. 19.
Henry A. Thomas, Foreman.

The carriage was perfectly plain, with the exception of a row of colored lights running around the reel. Each man carried a colored lamp, in place of the lamps furnished by the Mayor. They paraded forty men.

HUMANE HOSE COMPANY, NO. 20.
John Schnagel, Foreman.

This company marched in the procession fifty strong. Their hose carriage was tastily dressed with miniature banners of Britain and America, and brightly illuminated. The men were dressed in dark cloth pants and scarlet shirts.

PROTECTION ENGINE COMPANY, NO 22.
Caleb Sears, Foreman.

A fine model of a Chinese junk was placed on the top of this engine, which was brilliantly lighted up by thirty six lamps, twelve of which were of stained glass. Seventy-five men paraded, in the usual fireman's dress.

PHŒNIX HOSE COMPANY, NO 22.
Wm. R. Chambers, Foreman.
Turner Band—twenty musicians.

The sides of the reel of this carriage are of a deep maroon color, ornamented with heavy raised carved and gilt scroll work representing tulips, and the inner edges of the reel ornamented with fancy gilt moulding. The back box of the carriage was ornamented with a very fine allegorical representation of Protection, executed in the highest style of art; on the front box of the carriage was a solid silver plate, with engraved ornamental border; in the centre, engraved in Roman ornamented letters, is the name Phœnix. The running gear is of bright polished steel; the wheels painted a deep blue, with gold gilt stripes. This company had thirty men, attired in fire caps, red shirts, black pants, and each bearing a torch.

LAFAYETTE HOOK AND LADDER COMPANY, NO 6
Peter Y Everett, Foreman

This company paraded sixty active and honorary members. Their truck, one of the longest in the department, was covered over by a platform thirty eight feet long and four feet wide, surrounded by sixty torches, and upon which was carried a model of Michie & Carville's patent American fire escape. Around this were also a number of colored lights, with a signal upon the top bearing the words "American Fire Escape." Around the platform were beautifully arranged English and American flags, which gave the whole a very attractive appearance. Quite a feature was added to the apparatus by a large lion which was placed on the front of the platform. It attracted considerable attention along the line of march. On the rear of the truck was a stuffed dog, in a resting position. As the company passed the Prince at the Fifth Avenue Hotel the whole truck was brilliantly illuminated by colored fires, which rolled up, lighting up the whole block and giving the Prince a fine opportunity to see their apparatus.

UNITED STATES ENGINE COMPANY, NO. 23.
Thomas Daley, Foreman.

This company paraded with a borrowed engine, as their own is being refitted, &c. They had engine No 29, which was prettily ornamented. They had a number of boys carrying torches. Uniform plain

PERRY HOSE COMPANY, NO 23,
A. V. Davidson, Foreman,

Paraded 50 men, preceded by the Governor's Island band, and bearing Wide Awake torches. The apparatus was illuminated with fifty lamps suspended from four arches spanning the reel. Uniform—red shirts, white comforters, black pants and belts, and fire caps.

JACKSON ENGINE COMPANY, NO 24,
George Henderson, Foreman,

Paraded 160 men, all bearing torches. The boiler of the engine bore a brass mounted bull's eye signal, while 65 lamps were suspended along the brakes and arms. Uniform, red shirts, fire caps, black pants and belts.

NATIONAL HOSE COMPANY, NO. 24,
A. C. D. Azeride, Foreman,

Turned out 35 men. The carriage reel was covered with lights; also the front and back boxes. In the centre of the carriage were several Chinese lanterns, which made a fine display.

SIXTH DIVISION.

This division formed on the south side of Fourteenth street, right resting on Sixth avenue. Marshal David Donovan commanded. The division marched as follows:—

UNITED STATES HOSE COMPANY, NO 25.
J. D. Williams, Foreman.

This carriage was decorated with American and English flags, used in the war of 1812. They were presented to the members of this company, who visited Montreal in 1856, by the Mayor of that city and his lady. The great folds of these silken flags, together with several handsome lamps judiciously disposed, made the really handsome affair appear to great advantage. Thirty-six men paraded with this carriage.

JEFFERSON ENGINE COMPANY, NO 26.
John Ford, Foreman.

On the top of this engine was placed a frame, on which were sixty lamps. It looked remarkably well, and was generally admired. There was no other display, and was an engine. The men wore the plain uniform and turned out on the about the usual standard.

NEPTUNE HOSE COMPANY, NO 27.
Matthew Thompson, Foreman.

A wreath of flowers, about three feet in diameter, was placed in front of the carriage; a silver plated eagle, and some handsome silver plated scroll work, filled up the centre of the wreath, while mixed with the flowers were a large number of imitation diamonds, which, flashing in the torchlight, produced a remarkably pretty effect. This carriage was almost literally one blaze of light, for wherever a lamp or torch could be placed it had been done. Forty five men paraded with this carriage.

EMPIRE HOOK AND LADDER COMPANY, NO. 7.
Martin Seuger, Foreman.
Band.

The house is situated at the corner of Forty eighth street, and the company performs duty in the First and Second districts. They mustered eighty men, dressed in full fireman's uniform, each man carrying a lighted torch, while fireworks were discharged at intervals. The carriage was bautifully illuminated with colored lights, and altogether the whole affair made a creditable show.

PACIFIC ENGINE COMPANY, NO. 28,
Samuel Simpson, Foreman,

Turned out one hundred members. Their beautiful apparatus was undecorated, save by a single ornament, which, however, attracted as much attention, perhaps, as would the engine were it covered over with embellishments. On the brakes were hung rows of brilliant variegated lamps, and on a platform above all a beautiful live grey eagle—Columbia's own bird—was perched, flapping its broad wings with delight, and screaming its hoarse notes of welcome to the royal son of England. The motto of the Pacific Engine Company is "We still live." Their turnout was in every way creditable.

PEARL HOSE COMPANY, NO. 28.
P. C. Murray, Foreman.

A large stuffed owl, holding in its claws two small flags, American and English, was placed on the top of the carriage, while several handsome, judiciously disposed lamps caused this carriage to present a very pretty appearance. Thirty-five men paraded.

GUARDIAN ENGINE COMPANY, NO. 29,
Eli Bates, Foreman,

Paraded seventy five men, all provided with torches. The engine was illuminated with over forty lamps, with a Drummond light in the centre. Uniform, red shirts, fire caps, black pants and belts.

NORTH RIVER ENGINE COMPANY, NO. 30.
W. F. Searing, Foreman.

A model of the yacht Maria was placed on the top of this engine, and a number of stained glass lamps were judiciously disposed on the machine. Eighty-five men paraded.

SEVENTH DIVISION.

This division formed on the south side of Fourteenth street, right resting on Fifth avenue. Marshal Wm. Hackett was in command, and the companies marched by as follows:—

LAUREL HOSE COMPANY, NO. 30.
J. H. Arnold, Foreman.

On the bell frame were displayed torches and an eagle. A signal was set on the top of the reel, which was crossed by scroll work, and a small lamp suspended theref