THE NEW REGIME.

WORKINGS OF THE SEVERAL DEPARTMENTS.

The Free Swimming Baths—Full Description of the Structures—The Music in the Parks—Judiciary Matters—Health Board Appointments.

As was mentioned in the HERALD on Sunday last, the reformation of the city and county government has been almost entirely accomplished. The work is going on in the several departments with a steadiness that augurs well of success and satisfaction. The work generally under

THE DEPARTMENT OF PUBLIC WORKS

is rather slack, but the tireless Commissioner is by no means idle. He has work enough to see the throngs of applicants for office, hear their stories and give them answers in his own peculiar and somewhat Napoleonic style. It may be remembered that in the tax levy an appropriation was made for the purpose of constructing and maintaining

FREE PUBLIC BATHS,

and the Commissioner of Public Works was directed to have the work done. The manner in which the project was carried out will show quite plainly the style of doing business in this department. Mr. Tweed sent for ex-Alderman Bernard Kelly, who has built many of the private docks and buildings on the Hudson river front, and commissioned him to build the bath houses. In giving the Commission a conversation, mainly as follows, took place:—

Mr. TWEED—Kelly, we want some good public bathing houses built. Two will do to commence with. We want them

STRONG, SERVICEABLE AND ORNAMENTAL.

Can you build them for us? Yes, or no!

Mr. KELLY—Yes; I guess I can.

Mr. TWEED—We want one for the East river side about the Eleventh ward, and one for the North river side, up town. Now, how soon can you get up plans and specifications?

Mr. KELLY—How soon do you want them?

Mr. TWEED—Right away; just as soon as ever we can get them.

Mr. KELLY—Well, I'll let you have them in a week.

Mr. TWEED—That will do. Go right at it. We don't want to have room for more than

TWO HUNDRED MAN SWIM AT A TIME

in either bath, so you must make the most of space. Dressing rooms and a place for the bathkeeper and all that must be provided you know.

Mr. KELLY—All right, sir. I guess I know what you want.

Mr. TWEED—Well, let me see your idea of the thing, and then I'll talk with you.

But little more was said, and Mr. Kelly immediately went to work, got up the plans and specifications and presented them within the time agreed upon. They were pronounced satisfactory, after being examined and explained, whereupon another brief conversation occurred, somewhat as follows:—

Mr. TWEED—Those plans of yours seem to suit. Now how long before you can have the two baths ready?

Mr. KELLY—How soon do you want them?

Mr. TWEED—The weather is pretty warm now, and we want them before the summer fairly sets in. So the sooner we can have them the better.

Mr. KELLY—Well, I'll have them for you about the 15th of June. How will that do?

Mr. TWEED—That will do if we can't get them any sooner.

Mr. KELLY—I'll put all the men at them that can conveniently work on them, and push right ahead.

Mr. TWEED—Well now go on; let us see what you can do.

The plans were duly filed and on the 23d instant the work of building was commenced at Greenpoint, and so rapidly has it been pushed that to-day one is

READY TO BE LAUNCHED

and the other will be ready in ten or fifteen days. It may readily be judged, therefore, that the work has been prosecuted with all possible despatch, and yet in the construction and appearance of the buildings there is nothing slovenly, crude or unsubstantial. On the contrary, they are quite ornamental, yet not too much so, are built of the best material and as

STRONG AS A SHIP

intended to sail in the roughest seas. The main beams of the foundation framework are fourteen inches square, and the frame is ninety feet long by sixty wide. The main crossbeams under the floor are seven in number, twelve inches thick, and between each pair of these, and parallel with them, are set smaller beams, twelve inches by six inches. On this framework a flooring of ten-inch plank is laid, with a space of one inch and a half between the planks. The main cross beams are secured to the outside frame by strong knees. Stanchions, of the same dimensions as the beams, are erected at each end of the beams, and these also are secured by knees to the lower frame and to a similar one eight feet above the floor, on which a platform, ten feet wide, is built, extending inward. The structure is floated by

PONTOONS,

set in the space formed by the stanchions, floor and platform, four on each side, measuring sixteen feet long by six feet deep and six feet wide, made of three inch plank, caulked and pitched, and each one provided with the Jones patent valve, so that the

DRAUGHT OF WATER

can be regulated to suit. In its ordinary condition the draught will be only four feet and a half, so that the water will not be deep enough to cause any apprehension to those who are not expert swimmers. The swimming space (taking off ten feet on each side for platforms from the measurement of the outside frame), it will be seen, is seventy feet long by forty feet wide, and will accommodate 200 bathers. On

THE SUPERSTRUCTURE

are seventy-four dressing rooms, each five feet deep by three wide. The outside of the rooms is ten and a half feet high, topped by a castellated ornament, and the inside partition nine and a half feet high. The roof is carried in over the plat form, so that the rain water will be shed into the bathing space. At the centre of the front the house is carried forward two feet, and over the rooms at this place is the keeper's house, twenty-four feet front by twelve feet deep. This is finished in the Swiss style, with an ornamented balcony in the front, three windows in front and rear. The entrance to the bath is six feet wide, and in front a platform twenty-four feet long and four feet wide. On either side of the doorway the front will be relieved by four blind windows, and over the middle window of the keeper's house will be a tablet bearing the city coat of arms. On the outside the frame is tightly closed some six inches below the draught, so that no refuse or dirt which may be floating on the surface of the water adjacent can get into the bathing place, while around the enclosure, on the inside, are seats, six inches wide and three inches thick, fastened at a distance of one and a quarter inch apart.

THE LOCATION

selected for the bath now ready is at the foot of Fifth street, East river, and the other one, now under way, is to be moored at the foot of Thirteenth street, North river. Should these be found to supply the pressing need in those localities, it is probable that others of the same kind, or perhaps larger, will be constructed and placed at convenient points on either side of the city.

From the description given above it may be seen that the projectors of the new *regime* are working earnestly to make a reform which has long been needed.

CLEANLINESS,

it is well known, is akin to godliness, and it is pretty generally believed, and justly so, that sound minds are to be found in sound bodies. The opportunities being afforded the denizens of crowded localities to obtain a refreshing bath without cost, and to enjoy pure air in well regulated

PARKS,

The improvement they may thus gain in their bodily health must have an invigorating influence on their minds, and the moral tone of the community will, therefore, under the workings of the new *regime* undoubtedly be improved. The music provided by the Department of Parks, will also tend to refine the minds and sentiments of the people generally, affording, as it does, amusement, entertainment and inducements for healthy recreation and relaxation from labor, which might otherwise not be sought or obtained by many who stand much in need of them. To-day, for instance, the residents in the neighborhood of Tompkins square will be entertained by the Central Park band in the square from five to seven o'clock P. M.; to-morrow, at the same hour, music will be given in Washington square, and on Thursday in Madison square. For to-day's entertainment the following programme has been arranged:—

PART I.

1. Quickstep—Life of Paris.....Offenbach
2. Overture—Zampa.....Herold
3. Air—The Exile of Erin.....Moore
4. Pappagino Polka.....Mozart

PART II.

5. Waltz—Die Werber.....Lanner
6. Grand Selection from Traviata.....Verdi
7. Air—O, Ye Tears.....Abt
8. Galop—Militaire Attaque.....Kuhner

PART III.

9. Grand March from Tannhauser.....Wagner
10. Waltz—Immortellen.....Gung'l
11. Mazurka Champetre.....J. Strauss
12. Galop Eingesendet.....J. Strauss

Popular airs.

THE JUDICIARY

provided for under the new order of things is also being cared for. The official declaration of the result of the late election having been made the extra judges elect for the Marine Court met yesterday and drew lots, as provided by law, for the terms of occupancy. The result of the drawing gave Mr. George Shea the long term, Mr. P. J. Joachimsen the middle term and Mr. William H. Tracy the short term.

Under the provisions of the Tax Levy the Mayor and Comptroller were empowered to increase the salaries of the District Judges or any of them, according as the business coming before their courts might justify, to an amount equal to the salaries now paid the police justices. Yesterday it was finally determined that the business in the Fifth and Sixth District Courts was such as to justify the Mayor and Comptroller in exercising the power conferred on them by law, and they accordingly officially sanctioned the increase of the salaries of Judges Koch and Lane, and these two industrious and fortunate young jurists are, consequently, made quite happy.

Reorganization of the Board of Health—Dismissals and Appointments.

The long expected reconstruction of the Health Department, under the auspices of the *regime*, occurred somewhat suddenly yesterday afternoon in a secret session of the Board of Health. There had been an infinite amount of canvassing preparatory to the final action, but when once begun it proceeded smoothly to the end, showing that all had been thoroughly prepared beforehand. The first part of the programme was to accomplish the dismissal of present incumbents, which was done by a resolution declaring the following to be dismissed from the employment of the Health Department:—

Drs. Charles H. Roberts, Lucien Domainville, John T. Nagle, Henry O. Ely, William H. Denning, William H. B. Post, E. H. James, Augustus Viele and A. B. Judson, former Sanitary Inspectors.

Also the following clerks.—James Ingram, C. Goldersnnn, Jr., James A. Hill, Edward Klein, Louis Kranscher, Edward Farrington, J. R. Griswold, Louis T. Brennan, W. B. Hernhead, Newell Chamberlain, John Bowne, Thomas J. Cox, Adolph Plaetneur, Norman H. Beach, William H. Marston, Jacob A. Weil, George S. Weil, Charles W. Sandford, James Hernon and H. Enderman.

The following appointments were then announced:—

Register of Records of Vital Statistics—Charles T. Russell, M. D., at a salary of $4,000 per annum.

Sanitary Permit Inspector—Charles H. Cooper, salary $3,000.

Chief Clerk—George S. Hastings, salary $3,000.

Auditing Clerk—John Norton, salary $3,000.

Assistant Chemist and Foreman Disinfecting Corps—H. Enderman, salary $1,200.

Health Inspectors—Drs. Charles S. Roberts, Lucien Domainville, William H. B. Post, Philip O'Hanlon, John Dwyer, Edward Passmore, Henry R. Stiles, Henry O. Ely, E. H. James and H. Dewitt Joy.

Assistant Health Inspectors—Bernard Hughes, J. Fitzgerald O'Conor, R. Franzsky, Charles W. Betzell, Stuyvesant Morris, C. G. Stanley, James Ingram and Albert Strong.

Clerks in Bureau of Sanitary Inspection—At $1,500, J. R. Griswold, Louis T. Brennan, Aaron Freitson, Wm. H. St. John and F. U. Heilman.

Clerks in Bureau of Recoeds—At $1,800, John T. Nagle; at $1,500, Thomas Nealis, E. D. Reque, Ernest C. Berckmann, Norman A. Beach, Charles A. St. John and A. Brown, Jr.

Clerks Secretary's office—At $1,800, Edward A. Farrington; at $1,500, E. Robertson, Peter S. Fiertiy, Felix Veeny, Robinson C. Radfurth, C. C. Newkirk and C. G. Hammond; at $1,200, Charles P. Hoyer and William H. Luttlepage.

The republicans have secured a fair share of these spoils, as three of the appointments of heads of bureaus have fallen to their share and almost half of the clerkships.

THE NATIONAL GAME.

Mutual vs. Forest City—Exciting Game.

There is but one way to account for the Mutual victory yesterday over the pride of Rockford, Ill., the Forest City Club, and that is the superior fielding of the New Yorkers. From the outset it was apparent that the Mutuals, if they could keep the Forest City lads down to in-field hitting and do but half as well as the visitors at the bat themselves, the game must be recorded in their favor. This they did in the first respect from the first, but only awoke to the necessity of doing the second also when half the game had been played, and then they were not down to steady hitting until the seventh inning. The pitcher of the visiting club has a troublesome delivery, made all the more so by a peculiar attitude or pose assumed just previous to the final swing. It is possible that the Mutual strikers lost at first by their admiration of his attitude interfering with judgment of striking at the ball. This having been overcome, however, and their attention no longer divided, they paid Mr. Spalding off by knocking all the grace out of him, and attitudes and poses were left for the next occasion. The reputation preceding the Forest City boys was, to say the truth, greater than they can maintain. Let it not be understood, however, that they are poor ball players—that they are not, but their superiors can be found in and around New York very readily. The Mutuals donned their new dress yesterday, consisting of a white shirt, with the "sickest looking" letter M on the breast ever witnessed; sky blue pants that resembled

The youthful hose well saved,
By far too wide for their shrunk shanks;

and black caps, piratical caps, making their *tout ensemble* almost ridiculous. The Forest City lads were accoutred in a costume similar to that worn by the Mutuals last year—green stockings and white shirts and pants. The visitors expressed their admiration of the Union grounds, stating that nothing at all comparable with them has been met since or before leaving Rockford. To-day the visitors have a bout with the Atlantics on the same field, and, notwithstanding their defeat by the Mutuals yesterday, a gathering equal to that witnessing their first game will assuredly be on hand. Below is the score:—

MUTUAL.					FOREST CITY.				
Players.	*O.*	*R.*	*1B.*	*T.*	*Players.*	*O.*	*R.*	*1B.*	*T.*
E. Mills, 1st b.	3	3	2	2	Simmons, c. f.	3	2	2	3
Eggler, c. f.	4	2	1	1	Barnes, s. s.	3	2	2	2
Hatfield, s. s.	2	4	4	9	Addy, 2d b.	1	3	3	4
Patterson, l. f.	2	4	4	7	Spaulding, p.	5	0	1	1
Nelson, 3d b.	3	2	3	3	Hastings, c.	4	1	3	6
Martin, r. f.	4	1	0	0	Doyle, 1st. b.	2	3	2	2
C. Mill, c.	3	2	3	3	Stiers, r. f.	2	1	2	6
Wolters, p.	3	1	1	1	Foley, 3d b.	4	0	1	1
Flanly, 2d b.	3	2	2	2	Barstow, l. f.	3	1	1	3
Total	27	21	20	23	Total	27	13	17	28

INNINGS.

Clubs.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Mutual	0	0	2	2	2	0	2	7	5	—21
Forest City	2	1	2	0	0	0	2	3	3	—13

Umpire—John Grumm, Eckford Club.
Time of game—Two hours forty minutes.

Atlantics vs. Athletics—The Athletics Victorious.

PHILADELPHIA, May 30, 1870.

Notwithstaneing the wet weather a large crowd was attracted to the base ball ground to witness the game between the Atlantics of Brooklyn, and the Athletics of this city. Not less than 6,000 persons were present, who witnessed the most spirited game that has been played here this season. The fielding on both sides was excellent and the only muffing that occurred arose from the wet condition of the ball. The rain fell pretty steadily while playing the fourth, fifth, sixth and seventh innings. The batting was good while the ball was in good condition, which had finally to be replaced by a new one, the old ball falling to pieces. The following is the score:—

ATLANTICS.			ATHLETICS.		
Players.	*O.*	*R.*	*Players.*	*O.*	*R.*
Pierce, s. s.	4	1	Reach, 2d b.	4	2
Smith, 3d b.	2	2	McBride, p.	3	3
Start, 1st b.	4	2	Malone, c.	5	2
Chapman, l. f.	5	0	Fisler, 1st b.	4	1
Ferguson, c.	3	3	Sensenderfer, c. f.	2	2
Zettlein, p.	2	3	Shaffer, r. f.	2	3
Hall, c. f.	1	1	Radcliffe, s. s.	3	1
Pike, 2d b.	2	1	Bechtel, l. f.	3	1
McDonald, r. f.	4	0	Pratt, 3 b.	1	3
Total	27	13	Total	27	18

INNINGS.

Clubs.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Atlantic	1	3	0	0	1	4	0	0	4	—13
Athletics	4	1	0	0	1	6	0	5	1	—18

Umpire—Mr. Severn, of the Keystone Club.

THE PRESBYTERIAN SYNOD.

Ireland Hoping for the Disestablishment of the English Church.

The Synod of the Reformed Presbyterian Church, sitting in the Twenty-eighth street church, resumed its sessions yesterday morning. A letter of greeting was read from the Reformed Presbyterian Church of Ireland, which expressed the opinion that the only hope for the Episcopal Church in England was in its disestablishment. If placed upon the plane of the dissenting churches the dross among its clergy would be weeded out, and men of talent and religious fervor would be selected as preachers. This feature, the letter said, would become the rule in Ireland as soon as the recent law of disestablishment became fairly in force. The letter enlarged also upon the increasing influence of the foreign missions in the Irish Presbyterian Church.

The Synod occupied its time after the reading of this letter in debating amendments to its new Covenant or Confession of Sin. The discussion was continued during the afternoon. Last night the Rev. Dr. McAllister preached before the Synod, in the Twenty-third street church, on the love of money as the root of all evil.

MELANCHOLY RESULTS OF A FROLIC.

Two Young Men Injured and One Instantly Killed.

[From the Syracuse Journal, May 28.]

A sad accident occurred at Jordan on Wednesday afternoon, by which one young man lost his life and two others were injured. It appears that Charles Meach, son of Mr. George Meach, of Cayuga county, met Garry Fowler and Stephen Manwaring, of Peru, some four miles east of Jordan, when a proposition for a "jolly time" met with unanimous approval. The party visited several drinking places and became somewhat intoxicated and boisterous. Passing through one of the streets they took possession of a team and lumber wagon belonging to a Mr. Fowler, and commenced a circuit of the streets of the village at a furious pace. They had not proceeded far, however, when the team took fright and became unmanageable, running through the street at a fearful pace. In rounding a corner of the street the wagon was overturned and the three young men thrown violently upon the ground. People who were witnesses of the scene went to their relief and found Meach dead. His neck was broken. Manwaring suffered the fracture of one arm and Fowler sustained severe though not dangerous contusions. The injured men were kindly cared for and the deceased removed to a proper place.

YACHTING.

The New York and Atlantic Yacht Club Regattas—The Atlantic Club Regatta for Thursday Next—The New York Club Regatta Fixed for June 14—Entries, Rules, Allowances and Sailing Regulations.

The regatta of the Atlantic Yacht Club, to take place next Thursday, is the one subject of conversation in yachting circles; and the enthusiasm evinced at the bare mention of the approaching contest is convincing proof that no effort will be spared by those interested to make it one of the finest trials of seamanship and sailing qualities ever witnessed in New York bay. The committee having charge of the arrangements have devoted much of their time for the past six weeks to perfecting their plans for the comfort of those who are to participate as guests and spectators; and from the well known energy and liberality of those composing it complete success is assured. No doubt greater interest is manifested from the fact that the system of allowances adopted last year will now receive a final trial, and considerable anxiety is felt in regard to the fate of yachts which have, under the old regulations, been considered peerless.

THE ENTRIES.

The entries for schooners are the

Calypso,	Lois,	Madeline,
Tidal Wave,	Mystic,	Juniata.

Of the above the Madeline and Tidal Wave seem to be the favorites at present, though hopes are entertained by the owners and friends of the Mystic and Lois that, notwithstanding their disabilities under the rules, they will prove victors on the trial.

The following is a list of the sloops entered:—

First Class—Addie V., Gracie.

Second Class—Daphne, Qui Vive, Allaine, Fannie, Niagara, Orion, Richard Kelly.

Third Class—Annie, Athene, Nymbus, Salus, White Cap, Storm King.

Fourth Class—Apollo, Coquette, Flyaway, Jennie, Winnie, Vivid, Viking.

Of the sloops the preference is for the Addie V. and Gracie in the first class, and for the Daphne, Orion and Qui Vive in the second class. The Annie, in the third class, though winning the race in the contest last fall, will find a difficult task in repeating her success, while making the allowances prescribed. Her strongest competitors will be the Nymbus, Storm King, Salus and White Cap.

REGULATIONS.

I. The yachts of the fleet sailing in this regatta shall be classified as follows:—

SCHOONERS.

First class sloops—All over forty-eight feet on the water line.

Second class sloops—All over thirty-eight and not over forty-eight feet on water line.

Third class sloops—All over thirty feet and under thirty-eight feet.

Fourth class sloops—Open boats.

II. The yachts will sail from the anchorage, off a point between Delaplaine House and Hunt's Dock (to be selected by the Regatta Committee), and shall be anchored in their respective classes in lines—100 yards apart—schooners in advance and sloops in the rear, in order of classification. All yachts intending to sail in the regatta shall be at anchor, in line, with jibs down, promptly at half-past nine in the morning. The Regatta Committee will be at anchorage at quarter past nine o'clock, and will attend to placing the yachts. The choice of position shall be given to yachts in their respective classes in the order of their arrival; but no yacht must be closer to another than twice its own length.

III. Each yacht must have its own number (which will be assigned it by the Regatta Committee) in the centre of its mainsail, above the reefpoints, and shall fly the club flag at the main peak during the regatta.

IV. The judges will be at anchorage on a steamer provided for their use at fifteen minutes past nine A. M. They will observe the position of the yachts in line; also observe and take the correct time of the start, the signal for which will be given by the Regatta Committee on the guests' steamer, the Sleepy Hollow, and will be as follows:—At forty-five minutes past ten, first whistle, "prepare to get under way;" five minutes later, second whistle, "start;" when every yacht will start. There will be no deviation from the foregoing, unless by order of the committee, when due notice will be given to each yacht.

V. All yachts will weigh anchor at starting, except open boats.

THE COURSE.

The course for schooners and first class sloops will be from the anchorage down through the Narrows; to and around the stakeboat at the Southwest Spit; thence to and around the lightship, rounding the same from the southward and westward of beacon on Romer Shoals.

For second and third class sloops the same course to and around the Spit; thence to and around a stakeboat on outer bar, rounding the same from the southward; thence home, passing beacon on Romer Shoal to the southward and westward.

For fourth class sloops (open boats) same course to and around Southwest Spit; thence home.

All yachts to pass between forts Lafayette and Richmond, to the eastward of buoys 11, 13 and 15 on West Bank, both going and returning; around the stakeboat on Southwest Spit, from west to east, and around home stakeboat from east to west.

The following is rule seven of the regulations as amended:—"If any one yacht of the fleet (entered for the regatta) shall sail the course within eight hours it shall be considered a race for every class."

The following gentlemen will act as judges:—Messrs. William McMonnies, John B. Morgan and John A. Elmendorf.

THE GUESTS.

The guests and spectators will leave the foot of Montague street, Brooklyn, on board the steamer Sleepy Hollow at ten A. M., and the steamer will afterwards touch at Governor's Island to receive an additional party who have been invited to witness the contest. The Sleepy Hollow will accommodate 200 persons, and the refreshments, under the charge of Mr. A. B. Powell, will include all the delicacies of the season. The judges and members of the press will leave on the Virginia Seymour at eight o'clock and forty-five minutes.

New York Yacht Club Regatta.

The regatta committee of the New York Yacht Club, composed of Messrs. Philip Schuyler, Sheppard Homans and Henry C. Babcock, announce the following rules and regulations for the approaching regatta:—

The annual regatta of the New York Yacht Club will come off on Tuesday morning, June 14, at ten o'clock A. M. The value of the prizes for the two classes—sloops and schooners—is $200 for each class, and one prize of $100 for the second class of sloops.

The sailing courses and directions for the start are as follows:—A flagboat will be anchored abreast of the club house, Staten Island, about three-quarters of a mile from the shore, west of which the second class sloops will anchor in line about forty yards apart, the first class sloops in line 200 yards north, and the schooners in line 200 yards north of the first class sloops, about fifty yards apart. In taking position in the line each yacht may select its own in the order of its arrival at the anchorage, and the committee would suggest that the yachts arrive at the flagboat as early as possible, so that there may be no delay in the start. Mainsails, foresails and gaff topsails may be set before starting unless otherwise ordered by the committee. The signal for starting will be announced on the morning of the regatta. Yachts will proceed from the anchorage to the buoy of the Southwest Spit, passing it to the west and south, and thence to the lightship, rounding it to the northward and eastward, and return over the same course, passing to the west of the flagboat off the club house going and returning. Going and returning all the buoys on the West Bank, viz., Nos. 13, 11 and 9, are to be passed to the eastward.

Entries will be received until Saturday, June 11, 1870, closing at half-past ten A. M. precisely. They must be directed to the Secretary of the club and delivered at his office, 45 Liberty street, New York. Members will bear in mind that the present rules are materially changed, especially in regard to the forms of entering yachts for a regatta. The entries are kept open to the last minute allowed (forty-eight hours before the race), but it is desirable that they should be made earlier, that errors of form or omission may be corrected, which cannot be done after the hour for closing has been reached. Attention is called to the deposit of twenty-five dollars required at the time of entering a yacht for a regatta.

The steamer Middletown, furnished for the exclusive use of the members of the club and ladies accompanying them, will leave the foot of Desbrosses street at ten o'clock A. M. Before the start the steamer will touch at the lower landing of the Staten Island ferry, near the club house, to receive members on board. After the race is over the steamboat will call again at the lower landing, to leave those wishing to visit the club house, stopping at the same landing again at seven P. M. The steamtug P. C. Schultz, furnished for the use of the Regatta Committee, will leave foot of Desbrosses street at half-past nine o'clock A. M. precisely. For information on any matter connected with the regatta desired of the committee address H. Morton, Secretary, No. 45 Liberty street, New York.

SALE OF OIL PAINTINGS.

The lovers of the fine arts, and especially those who have abundant funds, have an opportunity for adding to their art galleries by a sale of original first class paintings. The entire collection, which is the property of Mr. A. D'Huyvetter, of Antwerp, will be offered for sale by the well known art auctioneers, Messrs. Leeds & Miner, next Thursday and Friday evenings. Many of these paintings have been recently imported and never before exhibited, purchased and ordered by him from the artists direct, and comprising fine examples of many of the best and most favorite European masters. Also a number of fine pictures by our well known American artists. The pictures are now on view, and we commend to the special attention of visitors Kuwasseg Fil's pictures (56 and 57), Geert's pictures (61 and 62) and Backer's "Shepherd's Story" (65), Portielge's "Interior" (75), Herzog's "Coast Scene" (83). A very fine canvas, "Herdsmen and Flock in Belgium," by C. Van Leemputten (171), and a landscape by B. C. Koekkoek (181) will doubtless excite a spirited bidding and are well worthy of competition.

THE NAVY.

Letter from Secretary Robeson in Regard to the Present Requirements of the Service.

WASHINGTON, May 30, 1870.

The following letter from Secretary Robeson to the chairman of the House Committee on Naval Affairs relative to expenses for material, officers and men for the naval service, has just been printed:—

NAVY DEPARTMENT, May 14, 1870.

SIR—I beg leave to offer at this time a few suggestions on the subject of the naval service and its necessary expenses for material and for officers and men, which may, perhaps, throw some light upon a subject seemingly little understood.

In the first place, let me say that there can be no fixed proportion between the amount of expenditures for material and necessary purposes and the number of officers and men employed in the service. The officers and men in the service cost neither more nor less than the aggregate of their pay, wages, provisions and medical attendance, while the estimates and expenditures for material purposes must vary each year, according to the actual state in which we find the navy material and the condition to which it is desirable that it should be brought, and this can be judged by no other standard than that of the public safety and necessity.

The navy requirements for materials, buildings, construction, preservation and repair of vessels, machinery, docks, &c.; are absolute, and appropriations for them are asked for because they are necessary for material purposes, be the number of men in the service larger or smaller, just as the army requirements for fortifications, &c., are considered needful and are estimated for, whether the army be increased or diminished.

The unexpended balances of appropriations, varying from time to time, make, of necessity, a corresponding difference in the estimates and in the appropriations called for. This difference is likely to lead a careless observer into mistake, but the difference in the situation is easily understood. For instance, there being on hand for army ordnance an unexpended balance of eight millions, no further appropriation for that purpose is asked for; the navy ordnance, having no unexpended balance on hand, asks for something more than a million. But it would be a mistake to infer from these facts that the navy is either more expensive or less economical than the army.

It is constantly alleged, as matter of complaint, that there are too many naval officers in the service, especially of the higher grades, and that the number of officers in these grades is larger than it was before the war. This complaint is founded on error of both fact and opinion. As matter of fact, the average number of officers of the three highest grades (captains, commanders and lieutenants) for 1858-59-60 on the active list was 518. On the 1st of January, 1870, the number of officers of the eight highest grades on the active list was 421, or ninety-nine less than before the war. The proportion of officers on the active list to the necessities of the service, with the existing number and classes of vessels, is about right.

Our naval organizations are small, and in service are largely separated from and independent of each other. Each organization, however small, must be complete in itself for every purpose of service, with its complement of officers, sufficient in number and experience for every kind of duty and responsibility. More than one-half of the officers on the active list are now actually at sea; but they cannot—no officer can or should—remain always at sea. The efficiency of the service and common humanity alike require that they should have regular relief from their distant and dangerous duties. But if this were otherwise still they must come home in the ships which carried them out, because the seamen are enlisted for only three years, and must be returned to the United States for discharge, and their officers must come with them. There are, however, other reasons why all the officers cannot be kept always at sea. They are needed for shore duty—duty required by law—duty as essential to the efficiency, good order and safety of the navy as is sea service itself.

Ships are neither built nor manned, nor armed, nor equipped, nor largely required at sea. All the business connected with the building, preserving and repairing of war vessels, with recruiting and enlisting men, with providing ordnance, means for navigation, equipment, provisions, clothing, medicines, hospitals, &c., must be attended to on land. Hence the necessity of navy yards and naval stations and an adequate number of officers and men to manage, conduct and protect them.

The education of cadet midshipmen requires its quota of both officers and vessels. Courts martial and courts of inquiry, composed of commissioned officers, as required by law, are as indispensable in administering naval law and justice as are civil courts in civil affairs. Boards of examination and retiring boards are required by law, and boards of survey and inspection are a constant convenience and necessity. Officers are also constantly required and employed on other important duty not connected with the several squadrons, some in acquiring a knowledge of the civil code, some, under requirement of law, on the Lighthouse Board, with the Coast Survey, the Observatory and Hydrographic Office; some, in obedience to resolutions of Congress, in making soundings for telegraphic cables, and some in exploring the routes of the great interoceanic canal.

Officers of competent rank, knowledge and experience are required for all these duties, alike by the necessities of the service and the provisions of existing laws. Whether they are engaged in active duty or waiting orders, justice and sound policy concur in requiring—what existing laws also require—that the pay of naval officers shall to some extent continue. If this were not common justice it would be at least common prudence. No maritime and naval Power has ever been, or ever will be, guilty of the folly of turning its naval officers adrift the moment their cruise is ended.

Navy officers fit for important commands require the training and experience of years, and cannot be obtained at a moment's notice nor be called into existence by proclamation any more than can ships, dockyards, arsenals or ordnance, none of which can be legislated into being, even upon the spur of rebellion or invasion.

It must not be forgotten that a ship-of-war, armed, equipped, manned, and officered for efficient service, is the combined result of much labor, skill, science, training, discipline and experience, produced by slow processes and organized with care.

We are claiming to be a great naval Power; and yet, while the necessity for a naval force commensurate with our commerce and rapidly extending territory and trade becomes daily more and more urgent, we are apparently forgetful of, or indifferent to, the fact that ships and naval organizations cannot be extemporized like regiments, but are, as I have said, the growth and product of long-continued industry and skill.

I beg leave to remark, in this connection, that merchant steamers, whether of iron or wood, built as they now are in this country, can be of little value in time of war, except as privateers. As such they would be terrible foes to the enemy's commerce. But they cannot encounter war ships, for they are not built to carry heavy batteries nor to resist the action of heavy shot or shell. While, therefore, they would, for many purposes, form a valuable auxiliary of our force, they cannot be relied on as the main body of the navy.

If we are to have a navy, if our naval vessels are expected to encounter hostile ships, we must, as formerly, have ships of corresponding size and force to meet them, as well as officers and seamen equal in training and skill with those of the enemy.

Meanwhile, it would, undoubtedly, be a wise economy in time of peace to use, as far as possible, small vessels in the service, as these may be employed with small crews and, distributed more widely, would fulfill with the small force allowed, more nearly the requirements of the naval service. But we have very few small ships worth repairing, and thus the force allowed is now concentrated more than should be the case in the larger ships and at remote points. But assuredly this is not the fault of the administration. Let the needful means and authority be given and proper ships of each class will follow as soon as industry and skill can produce them.

There is some suggestion that we have too many navy yards along our coasts. But all naval preparation must have regard to the needs of war as well as of peace. Should we engage in a maritime war, the folly of having but one naval station on a long line of Atlantic coast would, I think, become evident to the most careless observer. We should then find the need of yards in favorable situations, in order to multiply facilities in different latitudes for the shelter and for the building, repairing and fitting out of ships and for the defence of our maritime towns and harbors.

One of the most pressing present needs is for more dry docks. If these be denied and we are to have no permanent improvements in our yards on the Atlantic and Gulf coasts, we should at least have the means and authority to build a floating dock, which could if need be go to sea and be sent to Key West or some other convenient point to save the expense of time and money consumed by sending every ship that needs repair, however slight, to some Northern yard. Such a dock would save its cost in a single year.

Building material should also be stored up, particularly timber, for seasoning (of which not a stick, not a knee, is now on hand), and the building of powerful cruising ships should be commenced as soon as the material can be procured. We require also to be provided with heavy ordnance, with guns equal to any that can be found in European naval batteries.

Naval guns of large calibre—*e. g.*, the eleven or fifteen inch guns, have been proved to be among the best, if not the very best, yet produced. Not one has ever burst in action. The muzzles of two of them were broken off at the bombardment of Fort Fisher, not, however, from any weakness in the guns, but because they fitted too tightly in the portholes and could not stand the consequent vibration. They have always stood the extreme test of constant firing. Guns of this character are produced slowly, and should be cast and in readiness for use as rapidly as circumstances will permit.

The submarine torpedo was found, during the late rebellion, to be of immense importance for both offensive and defensive purposes. Torpedoes and torpedo schools and practice have been already adopted into European naval service, and we must keep pace with them and be prepared to use, as well as to encounter, this new and formidable instrument of warfare. A wise economy requires that adequate means be provided for this purpose.

I have made these brief suggestions, most of them already alluded to in my annual report, and all of them lying on the surface of the subject, for the purpose of representing some of the necessities of the naval service and of answering some of the most common mistakes of those who are in the habit of complaining of its administration and expenses.

I do not expect to satisfy those, if any such there be, who wish to be discontent, but only those who desire that the power of our government shall be recognized abroad, and its dignity maintained, and that the spirit of our institutions shall be felt for good on foreign shores. Such I would respectfully remind that, while our nation, proud and progressive, with a long coast line, an enterprising people and large commercial interests, must constantly accept foreign relations, obligations and duties the most important and difficult and sometimes dangerous, we are yet without adequate means of illustrating our principles or of enforcing a foreign policy. Very respectfully, your obedient servant,

GEORGE M. ROBESON, Secretary of the Navy.

Hon. G. W. SCOFIELD, Chairman Committee on Naval Affairs, House of Representatives.

PERSONAL INTELLIGENCE.

Prominent Arrivals in This City Yesterday.

Dr. J. G. Holland (Timothy Titcomb), and E. S. Chapin, of Springfield, are at the Brevoort House.

General W. D. Washburne, of Minnesota; General H. T. Reid, of Keokuk; Jay Cooke, of Philadelphia; B. F. Bouton, of Georgia, and W. O. Reynolds, of the United States Army, are at the St. Nicholas Hotel.

Colonel J. P. Minstree, of Virginia; General J. B. Stonehouse, of Albany; J. V. Ayer, of Louisiana, and L. W. Tappan, of Colorado, are at the Astor House.

General I. C. Hutchinson, of San Francisco; Judge Beale, of New York; Colonel S. D. Lawrence, of New London; Colonel H. W. Johnson, of Illinois; General T. Rogers, of Delaware, and Judge C. C. Baker, of Syracuse, are at the Metropolitan Hotel.

Senator Thurman, of Ohio; Governor Goodwin, of Arizona; Captain Billinge, of steamer Nemesis, and Judge Nelson, of Poughkeepsie, are at the Fifth Avenue Hotel.

Colonel D. W. C. Howard, of Indiana, is at the Irving House.

Samuel Boyd and George Binder, of New Orleans; J. G. Turnbull, of the United States Army, and W. D. Bishop, of Bridgeport, are at the New York Hotel.

Colonel W. P. Warren and W. A. Beach, of Troy, are at the Hoffman House.

Captain Robert Fessenden, of Sandusky; Dr. E. R. Seymour, of Hamilton, C. W., and George A. Ramsay, of the United States Army, are at the St. Charles Hotel.

Professor J. Sutherland, of Glasgow; Rev. Donald R. Malcolm, of Scotland, and Dr. Alexander Simpson, of Ontario, are at the St. Elmo Hotel.

Prominent Departures.

General De Witt C. West, for Albany; Captain Donaldson, for Canada; Colonel Strickard, for Baltimore.

Governor J. T. Hoffman left yesterday for Albany.

Personal Notes.

The death of Jerome Bonaparte was widely reported yesterday. The report, however, was untrue. On inquiry it is learned that his health, though poor, is better than it has been for several days.

General Jeff Thompson has just returned to New Orleans after making an elaborate survey of the obstructions to navigation from Bayou Fusileer to the mouth of the Teche, by order of the government.

At a church fair in Kansas City, a set of bedroom furniture was voted to a young lady, with the understanding that, if she was not married in a year, the