RECIPROCAL TRADE WITH CANADA

Fourth Day's Proceedings of the National Board of Trade.

Congress Requested to Reciprocate with Canada and Acquire the Use of Their Canals for American Vessels—The American Shipping Interests—No Prospect of Agreeing and the Subject Laid Over.

The above Board met yesterday morning at half-past ten, President Fraley in the chair. The Committee on Credentials reported in favor of permitting the St. Paul and Cleveland Chambers to withdraw upon payment of dues, which was agreed to.

Mr. MURDOCK, of Mobile, called up the question of

TARE ON LOUISIANA SUGAR.

Mr. MURDOCK stated that the tare at present is not favorable to the buyer. He offered the following:—

Resolved, That the National Board of Trade request the New Orleans Board of Trade to arrange a proper tare for the protection of the planters and dealers.

Several delegates considered this a strictly local question, to be settled by the New Orleans and Mobile authorities.

Mr. BURWELL, of New Orleans, stated there was an anxiety in his chamber to settle the question of ten or twelve per cent on tare. The resolution was adopted.

A communication was received from an officer of the Union Pacific Railroad, inviting the Board to view the products of the land along their line of road on exhibition at the Fair of the American Institute. The invitation was accepted. A number of papers were presented and referred to the Executive Committee.

RECIPROCAL TRADE WITH CANADA.

This subject being the special order for yesterday morning the resolution of the Conference Committee, as follows, was called up:—

Resolved, That the Executive Council be instructed to memorialize Congress to make an appropriation for the appointment of a commission to act in conjunction with the State Department in negotiating a treaty with Great Britain for reciprocal trade with the Dominion of Canada on a broad, comprehensive and liberal basis, which shall also include the enlargement of the Canadian canals by the government of Canada and the right of American vessels to navigate the said canals under the same conditions as are imposed upon Canadian vessels.

Mr. TAYLOR, of Cincinnati, opened the debate by declaring that the Reciprocity treaty was abrogated by us in a moment of passion; but he thought it was not a commercial advantage. Formerly, under the treaty, we had no advantages of the Canadian canal system, but now we are assured by the Canadian delegation that the Canadians are disposed to give us equal privileges with their vessels by paying the nominal tolls. The Canadian free list is much larger than ours, although their duties are lower. These delegates think the Canadians will consent to a broad, comprehensive treaty, mutually profitable. They are prepared to make large concessions, and we think the greater our transactions with them the greater will be our profits.

Mr. MCCREA, of Chicago, believed in reciprocity, and thought it would give us lower rates. The tax on Canadian lumber is an imposition upon the farmers of the West, and he thought the lumber from the Dominion should come in free. The present tariff of $2 per 1,000 feet is retarding our progress in the settlement of the prairies, upon thousands of acres of which not enough wood can be found to make a whipstock.

Mr. WETHERILL, of Philadelphia, desired the Convention to look at the matter as business men. We want something of Canada and Canada wants something of us. We have not time to go into the matter, and we want a commission sharp enough to look out for our interests, as the Canadians will, doubtless, look out for theirs. He would have preferred to have voted on the question of reciprocal trade purely without regard to transportation, as, if the Canadians can afford to expend $50,000,000 to enlarge the canals to secure a portion of the grain trade, and are willing to give us this additional boon of canal accommodation, they will enlarge the canals as a business matter exclusive of the question of reciprocity. He was in favor of the resolution.

Mr. AMES, of Oswego, said that when we see that our government disregards the proposition of a Niagara ship canal it is time we accept the offer of the Canadians for cheap transportation, which would give New England cheap food. So long as we keep a Chinese wall between ourselves and Canada we stimulate the Canadians to construct canals, build railroads, &c., in competition with us. We will drive them into a rut of commerce from which they will never come back to our market. This question has but one side, and that is on the side of the United States. We must not shut Canada up and make her protect herself by building up an empire in antagonism to our manufactures and products. The main cause of the abrogation of the treaty, in his opinion, was the necessity for harboring our resources, collecting all the revenue in our power and not discriminating in favor of any foreign governments. The remarks of the gentleman were loudly applauded by the reciprocal traders of the body.

Mr. SERGEANT, of New Haven, offered an amendment to insert after the word "basis" "as nearly as possible upon an absolute free trade in the products and manufactures of each country, and the use of all means of transportation in either country by citizens of the other on the same terms as by the subjects of the country in which that means of transportation is situated." He wished this inserted in lieu of the latter part of the resolution relative to the use of the Canadian canals.

Mr. MCGIVERN, President of the Dominion Board of Trade, said their delegation did not attend for the purpose of holding out tempting baits for a reciprocity treaty. They always desired the continuance of the treaty, and still desire it, and he was satisfied the Canadians would enlarge a treaty between the two countries that would satisfy them. He thought when the subject was brought before the Dominion Board the American merchants would not find them lacking in liberality.

Hon. JOHN YOUNG, of Canada, said he thought the resolution as reported by the committee is all that is required. The Canadian delegates had no power to speak for their government. All they can do is to recommend a certain course. As long as we speak the same language we must continue to be neighbors, and now, after all, the differences between the United States and England have been settled by the Geneva Board, he thought we ought to see what can be done toward binding closer the relations between Canada and this government. Mr. Young said the reports made by Messrs. Jarvis and Mills, American engineers employed by the Canadian government, show that the cost of transportation from the West could be 195 cents less by the Welland Canal and the St. Lawrence than by the Erie Canal, while the time between the Upper Lakes and the seaboard is several days shorter. Another great advantage of the Welland Canal route is that navigation is open there ten or fifteen days earlier than by the Erie Canal. According to the Washington Treaty the United States cannot use the Lake Champlain Canal without the permission of the Canadian government. He and his associates were not here as solicitors for a treaty, yet he believed that while Canadian interests may be increased by a treaty, he did not think the progress of Canada would be greatly jeopardized by the failure. He liked the idea of commissions being sent to our separate governments to arrange a treaty, and he saw no necessity for the amendment. Indeed it would defeat the object, as the proposition to admit into Canada American manufactures duty free was a discrimination against the home government. The idea of admitting American manufactures free and taxing English manufactures was out of the question so long as Canada remained a dependency of Great Britain. Mr. Young expressed the belief that the people of Canada would give Americans the free use of the canals as one of the conditions of the treaty, which, in his opinion, would create and foster a more kindly feeling between two sister nations.

Mr. CANDLER, of Boston; Mr. Thompson, of Baltimore, and Mr. Hawley, of Detroit, supported the original resolution.

Mr. OPDYKE, of New York, was in favor of making our relations with other countries as liberal as possible, in the hope that we would eventually arrive at free trade and direct taxation. He was desirous of entire reciprocity with Canada or with any other neighbor; yet there was one feature in the resolution he objected to. He referred to the condition that in negotiating the treaty it shall be incumbent upon our government to insist upon Canada enlarging her canals. Yesterday this Board refused to ask our government to enlarge the Erie Canal; to-day it proposes to ask the government to make a treaty that will divert the trade of the great West through Canadian channels. This was a recommendation we could not make—the draining of trade from our own country and increasing the commerce of a rival. He moved to strike out the sentence that requested the government to insist upon the enlargement of their canals. If the Canadians believed it to their advantage he was certain their government would improve their canal capacity.

Mr. FAIRBANK, of Chicago, retorted in response to Mr. Opdyke, that New York, in refusing to enlarge the Erie Canal, was blocking the commerce of the whole country. The State of New York was amply able to enlarge her canals without national aid. The canal had earned more than enough to pay for the proposed enlargement had she not squandered it in lateral water lines that are of no use. The Erie Canal is a block to commerce; so much so that a few thousand tons surplus of freight arriving at Buffalo will run up grain freights three cents per bushel. When New York refuses to give the relief to the West sought, asks the federal government to do it and permits them to retain the custody of it, it was fitting that we should appeal to the Canadians to give us the transportation facilities refused by the State of New York.

As the discussion was taking a very wide range, Mr. BRANCH, of Richmond, called the previous question, and the original resolution was adopted, only four or five voices being heard to vote in the negative.

Mr. MCGIVERN, of Canada, announced that several of his delegation were about to leave for home, and he wished to return their thanks for their reception here, and the liberal manner in which they had entertained their proposition looking to a reciprocity treaty.

AMERICAN SHIPPING INTERESTS.

Nearly the entire afternoon was devoted to the consideration of what recommendations should be made to Congress looking to the fostering of the American shipping interests, but the high tariff, free trade and subsidy men differed so widely in their views that an agreement was hopeless, and the subject went over until next year.

The Board adjourned until ten A. M. to-day.

The Great Commercial Dinner at Delmonico's.

Last evening the delegates to the National Board of Trade, now holding their fifth annual meeting in this city, were complimented by a dinner at Delmonico's, in Fifth avenue, the Chamber of Commerce and the Importers and Grocers' Board of Trade being the entertainers. There were present a number of invited guests, including Mayor Hall, who occupied a seat on the left of William E. Dodge, the chairman; Judge Woodruff, Rev. Mr. Prime, Peter Cooper and Mayor Powell, of Brooklyn. After two hours' devotion to Delmonico's bill of fare, the chairman opened the intellectual feast by giving "The President of the United States." George W. Blunt called for cheers for Mr. Grant, which elicited responses from a portion of the party.

The toast of "The Queen of Great Britain" was enthusiastically received.

"The National Board of Trade" was responded to by President Fraley in a happy speech, eulogistic of the liberality and hospitality of our merchants.

"The Dominion Board of Trade" called to his feet Mr. McGeverin, of Hamilton, Canada, who made a brief and happy speech.

Mayor Hall responded to the "City of New York."

After a few salutatory apologies and playful allusions the Mayor referred to the growing influence of private associations upon polity. Abroad they almost seemed to become in every branch of life parts of government. In the city of London the aid rendered to the authorities by private associations was especially conspicuous. In this city what commercial bodies, exchange boards, &c., had already done in the same direction is remarkable. The recent successes of the Humane Society and that for the suppression of foul literature were also notable, and the time ought to be now when the authorities in every branch should find forced upon them exertions of a hundred private societies whose contributions and moral, and, to some extent, political power, would do as much for the advancement of government as some had for that of science and letters and benevolence. The speaker remembered that years ago, when he was a reporter, one of his chiefs said, "Pitch into the Chamber of Commerce; they are a lot of verbal meddlers." It had, however, become a power courted by the public and with full justice done to it by the press. Who does not remember the dignified and important proceedings of the twenty-seventh Chamber of Commerce, which met in Westminster Hall just before the close of our civil war? Who does not comprehend the important part which the New York Chamber played at the opening of that war? Is it not history that the financial policy of its members suggested to the government what really formed the national policy during the administrations of Chase and Fessenden? The great trinity which managed that war is broken by death and disease. Without Stanton, Seward and Chase the bravery and blood of thousands would have gone to a debit account of the great struggle. War and diplomacy were great combinations, but finance gave muscles to the one and nerves to the other. And I repeat. It is history that the New York Chamber of Commerce designed and fostered the financial policy of the Lincoln administration. Commerce and trade rule the world. It is not the throne, but the Bank of England that is feared; not the bails of the Kaiser so much as his gold bills; not the tears of battle so much as the Thiers of peace; not the Lord Chancellor, but the Chancellor of the Exchequer; not so much the village Hampden as the village storekeeper, who in fair fight has honorably fought his way into the heat of federal finance. All this power has been the growth consequent upon the union of telegraphs and railways—of magnetism and steam—the growth, indeed, of a few years. A gentleman near me informed me the first Board of Trade was devised by the Protector Cromwell, who, in 1655, directed his son Richard to convene thirty or forty merchants from various cities to meet some of the former gentry and devise ways to promote the trade and navigation of the—so runs the phrase—English Republic. But no doubt there were Boards of Trade in Phœnicia, Tyre, Zidon, Alexandria—commercial cities that entered the great cemetery of nations, because then political economy, like government, was only for the favored few, and were monopolies, unlike those which Boards of Trade and Legislatures made for the masses now. The first Board of Trade may have been in the ships of the Argonauts—those eminently "naughty"-cal men. The allegory of Jason is almost the only commercial one in mythology. What was his voyage for the golden fleece but the modern search for wealth—modern wealth that is guarded by the dragon of circumstance, whose teeth sown beget fortuitous events? His sorceress wife Media, who taught him how to conquer the dragon, was political economy, which, alas! sometimes destroys its own twin children, the girl protection, and the boy free trade, by not always conforming them to surroundings. Ah, you say, this is poetry, but it has its inner philosophy. Yet I add a practical suggestion. You are urging Congress about canals, railways redress, of panics and the like. Do one thing more. Let every local Chamber of Commerce or Board of Trade force its Congressman to vote for a new Department of Ministry to create a Secretary of Trade and Navigation, to be known by that name and to have exclusive and jealous care by governmental administration of all those great interests so lovally guarded by the Chamber of Commerce and the National Board of Trade.

Mayor POWELL responded for the city of Brooklyn. "The South" called out the humorist of the Board, Mr. Branch, of Richmond, who spoke in a happy manner of New York and her institutions and the growth of the South. Speeches were also made by Mr. Opdyke, of New York; Mr. Candler, of Boston; Mr. McCrea, of Chicago; General Fisk, of St. Louis; Mr. Gershorn, of Cincinnati, and Mr. Witherill, of Philadelphia, and one of the most enjoyable sessions of the year closed about eleven o'clock.

LITERARY CHIT-CHAT.

MR. WILLIAM BRADFORD'S fine book on "The Arctic Regions," to be illustrated with photographs taken on the author's art expedition to Greenland, will be brought out immediately by James R. Osgood & Co.

THE PENNSYLVANIA HISTORICAL SOCIETY is just about issuing the "Correspondence between William Penn and James Logan," vol. 2, running from 1700 to 1750.

"THE SOUTHERN APPLE AND PEACH CULTURIST" is a new work on fruit raising, of over three hundred pages, which Mr. James Fritz, of Keswick, Va., has just brought out in Richmond.

MACMILLAN & CO. have issued a beautiful work in physical science, being Guillemin's "Forces of Nature, a Popular Introduction to the Study of Physical Phenomena," illustrated by 460 engravings.

SAMUEL HAZARD, whose large work on Cuba was published last year, has in press "St. Domingo, Past and Present, with a Glance at Hayti."

AMONG FORTHCOMING LOCAL HISTORIES is Mr. Silas Wright's "History of Perry County, in Pennsylvania," from the earliest times.

LUDWIG FEUERBACH, the German Nationalist and radical, who died last month, was a participant in the revolutionary republican movements of 1848 in Germany. In 1865 he connected himself with Carl Blind, Dr. Louis Büchner, Freiligrath, General Hecker, General Sigel, Gustave Struve and other popular leaders, for the establishment of the *Deutsche Eidgenosse* (the German *Bemocratic*), which was published in London, during several years, with the well-known motto of Algernon Sidney—"Manus hæc, inimica tyrannis, ense petit placidam sub pertate quietem." Whether Feuerbach ever found "quiet, unmoved and placid," under the form of government that King William and Prince Bismarck had provided for him since 1848 is a question.

THE QUEEN OF SWEDEN is a novelist. She writes for the press over the *nom de plume* of Annie Arden.

THE SALE OF ABOUT TWENTY American journals is prohibited in the States of the German Empire. Among them are about six New York papers. The general cause of their prohibition is having spoken disrespectfully of German princes.

PERHAPS FEW JOURNALS in large cities pay less for telegraphic despatches than those of Madrid. The whole telegraphic bill of the *España*, in July, 1872, was less than $60.

THE *Journal de St. Pétersbourg*, the official organ of the Russian Chancellor, Prince Gortschakoff, has a circulation of only 850 copies.

THE MADRID *Epoca* says that Spain does not export as many Spanish books to the West Indies and South America as the United States.

PROSPECT PARK FAIR GROUNDS.

Ben Flagler the Winner of the Trot Unfinished on Thursday.

The Colt Stakes and the Free-for-All Purse To Be Trotted on Monday.

At high noon yesterday, while the managers of the Prospect Park Fair Grounds were in conclave at the rooms of the Club in Brooklyn, with the rain pattering against their windows, discussing the question about a postponement of the last day's trots—the drivers of the horses engaged in the unfinished trot of the day before were harnessing their animals and getting ready to warm up for the settlement of their race, the track being in good order and no rain falling. The drivers brought their horses on the track, gave them a few turns around the course, then blanketed their beauties and began to inquire where the judges were who were to decide the race. After waiting nearly an hour an agent arrived from Brooklyn stating that the trotting had been postponed until Monday. This intelligence threw a greater damper over those interested in the postponed trot than all the rain that had dropped on them during the morning; for be it understood that while the rain fell fast in Brooklyn very little descended in the vicinity of Coney Island, and the track was in as good condition to trot on as it was the day before, as the time made by the horses when they did trot will fully prove.

Announcements were sent to all the principal places in New York and Brooklyn of the postponement, and then a few of the executive committee of the association repaired to the track, where, to their astonishment, they found the drivers and owners of the horses of the postponed race clamorous for a start. The committee at once agreed to let the race go on, and appointed new judges, those who served the day before not coming to the grounds. Messrs. Morton, Conley and Van Brunt were appointed to judge the affair, and a more satisfactory trio never appeared in a stand. It would be well, indeed, for the interests of the trotting turf if these gentlemen could be induced to serve in this capacity more frequently.

The attendants at the Fair Grounds were made up principally of persons who had money in the pool-box from the day before, and were anxious to know whether they would be winners or losers on the result. The sky was overcast, but the rain kept off until the trot began. All the horses appeared in good condition, and their drivers seemed to be satisfied with them while scoring. The backers of Ben Flagler were very confident of him, and laid their money out freely at odds, while the Philadelphians were very willing to back Nettie at the odds given. The struggle in the first heat trotted yesterday between these two was the most exciting and close that was ever seen. The horses were yoked nearly all the way. The second heat was not so good, as Nettie broke soon after leaving the score, and had a greater gap to make up than was possible for her. Flagler won the race.

The following are the details of

THE TROT.

Fourth Heat.—Lady Ross was first away, Dauntless second, Nettie third, Ben Flagler fourth, Grace Betram fifth. Dauntless and Lady Ross both broke up on the upper turn, and at the quarter pole Ben Flagler led a head in thirty-seven and a half seconds, Nettie second, four lengths in advance of Grace Bertram, the latter being five lengths ahead of Dauntless, who was two lengths in front of Lady Ross. The latter broke again badly and fell far in the rear. At the half-mile pole, which was passed in 1:13¾, Ben Flagler still showed his head in advance of Nettie, the two having taken step for step all along the backstretch. Grace Bertram was six lengths behind, three lengths in front of Dauntless, who was ten lengths ahead of Lady Ross. Going along the lower stretch Nettie worked to the front and at the three-quarter pole was three-quarters of a length in advance of Ben Flagler, the latter being six lengths in advance of Grace Bertram, who was a head in front of Dauntless, the latter being twelve lengths ahead of Lady Ross. Ben Flagler having the inside became on even terms with Nettie when they got into straight work, and after a most exciting struggle Ben Flagler won the heat by a short length, Nettie second, ten lengths in advance of Dauntless, who was half a length ahead of Grace Bertram, the latter ten lengths in front of Lady Ross. Time of the heat, 2:26½.

Fifth Heat.—The betting was over, no one then wishing to lay a dollar against Flagler. Dauntless had a trifle the best of the send-off, Lady Ross second, Nettie third, but she immediately broke up; Grace Bertram fourth and Ben Flagler fifth. The latter trotted very fast after leaving the score, and would not allow Dauntless to take the pole from him. At the quarter pole Dauntless led a head, Ben Flagler second, half a length in front of Lady Ross, who was half a length in advance of Grace Bertram, the latter being four lengths ahead of Nettie. The time to this point was thirty-eight seconds. Dauntless trotted very steadily along the backstretch, and at the half-mile pole was a neck in advance of Ben Flagler, the latter being one length in front of Grace Bertram, who was half a length ahead of Lady Ross, the latter a neck in front of Nettie. Time, 1:14½. Dauntless trotted finely along the lower stretch, and Flagler was unable to pass him. At the three-quarter pole Dauntless was half a length in front, Flagler second, half a length ahead of Nettie, who had been doing some remarkably fast trotting after leaving the half-mile pole. The latter was a length and a half ahead of Grace Bertram, who was four lengths in front of Lady Ross. The horses entered the homestretch in the order given, and when they got into straight work the very fine contest was continued until the horses passed under the string, Ben Fagler winning the race by three-quarters of a length, Dauntless second, four lengths in front of Nettie, who was a neck in advance of Grace Bertram, the latter being six lengths ahead of Lady Ross. The time of the heat was 2:27¼.

The following is a full summary of the affair:—

SUMMARY.

PROSPECT PARK FAIR GROUNDS, Oct. 17 and 18.—Purse $1,200, for horses that have never beaten 2:28; $700 to the first, $300 to the second and $200 to third horse; mile heats; best three in five, in harness.

J. J. Bowen's g. g. Ben Flagler	0	3	1	1	1
Frank Ellis' b. m. Nettie	5	1	2	2	3
J. S. Park's b. s. Dauntless	0	2	3	3	2
D. Pfifer's ch. m. Grace Bertram	3	4	5	4	4
J. W. Brigg's b. m. Lady Ross	4	5	4	5	5
L. C. Chase's g. g. Doubtful	dr.				

TIME.	Quarter.	Half.	Mile.
First heat	38	1:15	2:28
Second heat	38	1:14½	2:27¼
Third heat	37	1:14	2:26¾
Fourth heat	37½	1:13¾	2:26½
Fifth heat	38	1:14½	2:27½

GOLDSMITH MAID VERSUS OCCIDENT.

Great Disappointment Over Occident's Defeat and Loss of Money to Speculators.

SAN FRANCISCO, Oct. 17, 1872.

There is great disappointment at the result of the race yesterday. Current reports led many persons to believe that Occident could trot in 2:16, and a large amount of money changed hands on the result. Lucy and Occident will trot at Alameda Park on the 23d inst., unless the programme be changed.

EPIDEMIC AMONG HORSES.

A Terrible Disease in Canada—Horse Cars Stopped in Montreal and Business Seriously Interfered With.

TORONTO, Canada, Oct. 18, 1872.

The epidemic among horses has now extended throughout the Dominion, seriously interrupting the business of the country.

The street cars in Montreal have stopped running. In their stables more than three hundred horses are sick.

The farmers in the country are unable to bring grain to market. The disease is not often fatal, but recovery is slow.

ST. LUKE'S HOME.

Inauguration of the New Building on Madison Avenue and Eighty-ninth Street.

The new St. Luke's Home for Indigent Christian Females, situated on the corner of Madison avenue and Eighty-ninth street, was publicly inaugurated yesterday. For the past twenty years the Home has been located in Hudson street, in a house with only limited accommodations. The new home is a handsome and commodious red brick building, which has been erected at a cost of about $60,000. There is accommodation for eighty females, and it has at present about forty inmates. Yesterday at noon the building was thrown open for the inspection of the patrons, life members and the public. The rooms were tastefully decorated with flowers, and the guests, after visiting the different apartments in the building, sat down to luncheon. Bishop Potter, the President of the institution, and the Rev. Isaac H. Tuttle, Vice President, did the honors. At three P. M. the regular exercises commenced, including addresses delivered by several well-known clergymen, and singing and music, furnished by Mrs. P. D. Galager, Miss Louise Finch and Mr. George W. Warren. The exercises concluded shortly after five P. M.

OUR NAVY YARDS.

A Glance Over Brooklyn, Boston and Portsmouth Navy Yards—The Improvements and Proposed Changes—Naval Orders and Vessels Awaiting Commission.

After a long absence, your reporter visits the Brooklyn Navy Yard with much personal interest, akin to pleasure, for he has always been treated with courtesy and politeness from those in authority, from the Commodore to the youngest master's mate; and to see once more familiar faces and renew friendly greetings are more than worth the trip over the East River, to say nothing of jotting down naval items of those (and the duties they are at) he has known for years.

The entrance of the yard has little changed. Old Captain Waugh still stands at his post, a weather-beaten veteran of honor and honesty and faithful services. The big tank house is on the right, but behind it may be noticed an engine-house, with all the latest styles of steam fire engines. Horses ready harnessed, and water warm, five minutes would find these powerful appliances at any part of the Navy Yard ready to put out fire with seventy-five pounds pressure of steam; and, wonderful for the time of old Chauncey, could he come back, the telegraph wire has been placed, with fire alarms, at a half dozen stations, so that directions where to go are given when the fire is first discovered. Around the mustering house you observe that the unsightly cobble stones have been removed; a bright green grass and beds of flowers greet the eye—a most pleasant change, and the officer who did it deserves many thanks. The mustering house, or civil engineers' offices, has gained a story, and savors now of the Shanghae style, though, doubtless, it is fat with internal business. The heretofore unsightly anchor park, with anchors lying flat on the ground, has been arranged with a tier of fine anchor racks, upon which the anchors, large and small, from 10,000 pounds to 100 pounds, have been closely hung, occupying much less space and far more available when required to be removed. This was one of the improvements of the yard done under Rear Admiral M. Smith's command, and at the suggestion of the former equipment officer. The large receiving store is now principally occupied by the Equipment Department. The Construction Department has one lower wing. The Engineer Department occupies a small portion, but the latter will soon remove to their commodious new machine shop, over by Flushing avenue and opposite the foundry.

CONCENTRATION

is the order of the day with the various departments. The Paymaster's, or Provision and Clothing Departments are already concentrated. The Engineer Department will soon follow. Next the Equipment Department will occupy the entire new store known as the receiving store, and the Construction Department will in due time move to their own building.

The Yard and Dock Departments have been very busy and recovered some twenty-five acres from the water towards the Naval Hospital. A substantial fence has been built along the new avenue, which crosses a portion of the Navy Yard and gives a highway to Williamsburg or East Brooklyn. Across this newly-made ground at the dock lies the steam frigate Guerriere, one of the unfortunate vessels of the navy, twice ashore in one cruise, and after the second one large sums were spent upon her to get her to the United States. Here she is now, rigged, it is said, awaiting to be sold to the highest bidder. At the Cob Dock, nearly opposite where the Guerriere lies, may be seen the formerly

MUCH-TALKED-OF WAMPANOAG.

now called the Florida. She was built very long—400 feet—and narrow, for great speed. Mr. Isherwood placed in her geared engines of immense power, and she is said to have steamed from a position off New York to Charleston, S. C., in twenty-four hours, at a rate exceeding twenty knots an hour. She is now housed in and awaiting orders. Alongside of her lies the Tennessee, of the same class, former machinery by Mr. Ericsson, now pronounced a failure, and a derrick is removing her machinery and boilers. They are to be replaced by compound engines. The Tennessee is certainly a fine looking specimen of naval architecture; but when you look across to the stanch and good as new steam frigate Minnesota, lying at the dock, with the calkers busy upon her sides, one naturally thinks she would have the preference, as a command, for sailing and sea qualities. Opposite the Minnesota lies the three-turreted iron-clad Roanoke, now receiving a fresh coat of paint. One can hardly think (and yet it is so) this iron-clad was formerly the sister ship to the Minnesota, and bore herself well for a cruise or two. Now, with her impregnable sides and ponderous guns, and eleven-inch thick turret, she would destroy her sister ship in as many minutes as she has guns—three of fifteen-inch, three 250-pounder rifles.

THE PORTSMOUTH.

In the Dry Dock lies the once beautiful sloop-of-war Portsmouth, now fitting for a surveying expedition in the Pacific Ocean. She will go admirably equipped, and with steam cutters to seek those islands and shoal, which the ship cannot get near. Commodore Skerrett is to command the expedition and the broad Pacific Ocean is before him for new discoveries—a three years' cruise of excitement and a chance to place his name beside those of Cook and Wilkes in the charmed roll of honor. Where is the navigator who does not envy him? The Portsmouth will be ready in about a month. Among other appliances she has a Normandy condenser, placed on board by the government under the supervision of Mr. Albert Gray, which at any time will supply the crew in distant seas with 2,000 gallons of fresh water in twenty-four hours. Her crew will be 125 all told.

THE WHARVES AND DOCKS

of this navy yard are unusually clear, and but little work appears in progress. The frame is nearly up of a new steam sloop-of-war, to be named the Swatara, and the workmen appear to be busy on her. The Java, weather-worn, is housed over, and the New York still lies in the shiphouse. Surely they might put her in the water and let the Empire State have one vessel afloat and in commission named after her. Beyond the shiphouse where the New York is may be seen the

BEAUTIFUL FRIGATE HARTFORD,

just commissioned. She presents a busy scene with the numerous sailors about her receiving on board her stores, rigging being put in place and ropes roved, and what appears confusion will soon result in order and system such as only can be found on board a vessel of war. Every American knows the name of the Hartford, and she is linked with the fame Admiral Farragut won, his favorité ship, which he steered to victory at New Orleans, Port Hudson, Vicksburg and Mobile. He who commands her may well be careful of his charge, for she is dear to the American people and is placed side by side with the Constitution. The Hartford has a splendid battery of nine and eleven inch guns and twenty-pounder rifles. In the latter part of October she sails for the East Indies via the Suez Canal, and will be Admiral Jenkins' flagship of the Asiatic squadron.

Portsmouth (N. H.) Navy Yard.

The election excitement for the present is past, and "what is to be done next month" is being discussed with a degree of confidence pleasant to observe. The fortunate or unfortunate position of of this yard makes its patronage desirable for both Maine and New Hampshire. The Maineites call it the Kittery Navy Yard and the New Hampshireites the Portsmouth (N. H.) Navy Yard. The Navy Yard is in reality an island of the State of Maine, but custom has called it Portsmouth, N. H. A very general change of the officers of this station has just taken place. Rear Admiral Pennock has been detached from its command and ordered to proceed to the Pacific and assume the command of the North Pacific squadron, hoisting his flag aboard the United States steamer California. Commodore Howell, lately in command of League Island, Philadelphia, relieved Rear Admiral Pennock. Captain Fairfax, formerly Executive Officer of this yard, has been relieved by Captain English. Commander De Krafft, formerly Equipment Officer, has been relieved by Commander Carpenter, and Commander Eastman has been ordered as the latter's assistant. Chief Engineer Moore has been detached and ordered to assume the position of Fleet Engineer of the Asiatic squadron, and Chief Engineer Williamson has been ordered to relieve him. Seaver's Island, adjacent to the Navy Yard, purchased about two years ago, is now being utilized; some of the houses upon it will be torn down, others used for storehouses, and a few for officers' quarters. The last vessel fitted here was the Tuscarora; she sailed in July for the Pacific. The Monongahela has recently been placed in the water, and now lies at the wharf, ready to receive machinery and boilers, also to be sparred and rigged. This vessel when last at sea was swept by a tidal wave up into the town of Santa Cruz, West Indies, by a return wave landed upon a shoal, where she received extensive injuries. She was launched from this position and brought North, and now, thoroughly rebuilt, she appears as if she will be ready soon for sea, to again encounter the dangers of the deep.

In one of the ship houses a condemned rotten vessel is being cut up. She rotted before she was made ready to be put in the water. Fortunately, only her frames were up, and it is as well to get the place she occupies to build an efficient ship. Projected in the mould loft and being built in one of the ship houses, we find a third class steam sloop-of-war, well advanced. Here and upon the repairs of the box, or dry dock, are found most of the workmen employed. No extensive work appears in hand, and though it may be called busy, it seems quiet in comparison to the busy marts of Boston and New York.

The Emerald, a saucy propeller ferryboat, conveys one to and from the Navy Yard. As we bid the yard farewell it is impossible not to be struck with the magnificent location for a naval station. In the grand natural formatio and facilities for expanding the yard Seaver's Island must prove a valuable acquisition, and the foresight of the purchaser deserves commendation.

Boston Navy Yard.

At this station Commodore Parrott has lately relieved Rear Admiral Steadman and assumed command of the station. He was ordered from the Mare Island Navy Yard.

The most important piece of work here in hand appears to be the iron torpedo vessel for harbor defence, now building in a temporary shed near the dry dock. Her frame is seven-eighths up, and the work appears slowly progressing. There are not many men employed upon her, and the work does not appear of the most superior order, judging from the criticism of some officers, who talked as though they were experts upon the subject of iron vessels and their fastenings.

At the dock lies the Juniata, lately returned from a foreign cruise. She is in the hands of the workmen, and is to have new boilers, alterations to her machinery, repairs to hull, spars and new rigging, when she will again be put in commission for a cruise.

Admiral Farragut's last flagship, the Franklin, lies far up the yard at one of the wharfs. She has been lately caulked, and will lie there for the Winter awaiting orders to be fitted out. The Niagara, built by George Steers, lies near the Hartford. It is evident work must at one time have been most extensively intended by the cutting up evidence around, but now she lies with no one but the watchman taking any interest in her. She is a beautiful model, and must be, when ready for sea, a beautiful specimen of naval architecture.

The Pennsylvania and Connecticut are both upon the stocks, and if the workmen know anything of them to be relied upon they are even now unworthy to be placed in the water; they have rotted upon the stocks from long delay in launching. They were built of green whiteoak, and so it would seem was the iron-clad Miantonomah, laying in the water at one of the wharfs. She was built of wood, with iron plates around her, had two turrets mounting four fifteen-inch guns. When docked to be repaired, two years ago, her turrets were hoisted out and placed upon the side of the dry dock, where they now are. Her decks were ripped up, when she was found to be so thoroughly and completely rotten that she was deemed unfit for repairs, and taken to where she now lies, near the Severn, a wooden frigate, her consort in "Rotten row."

The Iowa is also laid up, another item of green white oak expenditure, which will give no return. Assuredly the rebels of the late "unpleasantness" can figure now what the navy is, and what it might have been had they not had control of the live oak plantations of Florida.

The keel of a sloop-of-war is being laid in one of the ship houses. She will be called the Vandalia and be of the third class. The old seventy-four Ohio is the receiving ship at Boston.

THE FAIR AFFAIR.

Laura Gets a Verdict Against Her Mother.

Mrs. Lane Gets Up a Bogus Suicide.

THE AFFAIR ENDED OR OUGHT TO BE

[From the San Francisco Morning Call, Oct. 11.]

Yesterday, in the Fourth District Court, the case of Laura D. Fair against Mary E. Lane was continued. The court room was densely crowded with spectators, who anxiously awaited the appearance of Mrs. Fair. But they were disappointed. Mrs. Lane was also *non est inventus*. After the arguments by Judge Tyler for the plaintiff and James A. Johnson for the defendant, the Court charged the jury substantially as follows:—

There is no question of law respecting which there may not be a difference of opinion. The Court is not allowed to express any opinion. It is permitted to state the evidence and law. A great deal has been said by counsel which is irrelevant. The question is simply one of alleged debtor and creditor. It is alleged that on the 20th day of June, 1871, the plaintiff had deposited $16,000 in the bank in her own name. That the money was drawn out by the defendant on the checks of plaintiff, with the understanding that it was to be returned to the plaintiff. That she refused to turn it over, and the suit was brought. The defendant alleges that $8,000 of the $16,000 belonged to her, and in consideration of her making a will, plaintiff agreed that she would have the possession of the entire property. That she did execute a will in compliance with the terms of the agreement. This will was an important matter at the commencement of the trial, but now it is unimportant. It seems that since the commencement of this suit $8,000 of the money transferred to the defendant has been returned to the plaintiff. The question is simply, Was this money the individual money of the plaintiff, or was it the joint funds of plaintiff and the defendant? The plaintiff contends that she made some money in keeping a house. That she invested in mining stocks, and from the advance she invested in railroad bonds, and deposited the proceeds—$40,000—in the Bank of California. The plaintiff swears that the defendant had no interest in the bonds. It is alleged by defendant that she and the plaintiff, from the time they came to California, kept a lodging house. That in 1863 they kept a house in Sacramento City. The plaintiff went, in 1863, to Virginia City, and the defendant and plaintiff's daughter remained in Sacramento until 1864. They then went to Virginia City and kept the Tahoe House, and the defendant alleges that the money made there was invested in mining stocks for joint account. If the defendant and the plaintiff carried on the business with the understanding that they would be jointly responsible for losses, then they were partners. If there was an implied understanding that they carried on the business jointly then they were partners. There is no difficulty about the law of the case. The only embarrassment arose out of the testimony. If the statement of Mrs. Fair be true, she is entitled to a verdict. If you believe the statements of Colonel Dudley and Mrs. Lane, you must find for defendant. Plaintiff must prove, by a preponderance of proof, that the money was hers. If the testimony is equally balanced, then the defendant must have judgment. If you find for the plaintiff, it shall be judgment for $8,000, the money deposited in the Odd Fellows' Bank, with the interest. The Court then read instructions of the counsel for the defence.

The jury then retired and in a few moments returned and announced a verdict for the plaintiff for $8,500.

Mrs. Fair's Mother Takes a Small Quantity of Laudanum for the Purpose of Getting Up an Excitement.

When Mrs. Lane, Laura D. Fair's mother, who has lived for the last two months at the International Hotel, heard of the verdict in favor of Mrs. Fair, at an early hour yesterday afternoon, she attired herself for the street, quitted the hotel in a rather ostentatious manner—at least so says Mr. Travis, who saw her exit—and upon gaining the street, directed her steps to the drug store on the corner of Kearny street, where she purchased a quantity of laudanum, stating that she required the narcotic to induce sleep. Having completed her round of shopping, Mrs. Lane returned to her hotel, and surmounting the difficulty of the stairs, wrote some letters, put her room in order and took some laudanum—probably a very little. About half-past three o'clock the chambermaid heard a noise in Mrs. Lane's room. She went to the room, looked in the door, and seeing Mrs. Lane apparently suffering from great pain, ran down stairs, met a Mr. McKibbin and told him that Mrs. Lane had attempted suicide. Mr. McKibbin went up to the room, saw the condition of affairs and immediately started for Mrs. Fair's rooms, on Kearny street. A messenger had been sent from the hotel for Dr. O'Donnell, who arrived in a very short time, applied the usual remedies, used the stomach-pump, and in a short time Mrs. Lane was out of danger. About five o'clock Mrs. Fair arrived, in company with Judge Tyler, and went to Mrs. Lane's room. A somewhat stormy scene ensued, Mrs. Fair, it is understood, being angry at the sensation which the affair would be likely to create, but what actually transpired is not known