

THE DAILY NEWS.

LARGEST CIRCULATION.—THE DAILY NEWS BEING THE NEWSPAPER OFFICIALLY RECOGNIZED AS HAVING THE LARGEST CIRCULATION IN THE CITY OF CHARLESTON.

LOCAL MATTERS.

SEE FIRST PAGE FOR AUCTION SALES.

AUCTION SALES THIS DAY.

CAMPBELL, KNOX & Co. will sell this day, at 10 o'clock, at their cash auction house, No. 55 Hasel-street, dress goods, hosiery, &c.

H. H. DELEON will sell this day, at 11 o'clock, at the old postoffice, a lot of land.

MILLIGAN & SON will sell this day, at 11 o'clock, at the old customhouse, a lot of land.

G. W. STEPHENS & Co. will sell this day, at half past 9 o'clock, in front of their store, No. 30 Vendue Range, groceries, &c.

M. J. BROWN & Co. will sell this day, at half past 9 o'clock, in front of their store, Vendue Range, shoulders, sugar, &c.

POSTOFFICE NOTICE.—A letter-box, accessible at all hours, has been located at the book house of Joseph Walker, on Broad-street, to receive letters and papers intended for mailing, and an authorized messenger will convey the contents of the box to the Postoffice a half hour before the closing of each principal mail, except for the early morning mails, for which the box will be emptied at 8 P. M.

PERSONAL.—We had the pleasure yesterday of greeting our old friend, Mr. J. W. Lamotte, of the Savannah Republican, formerly connected with the Charleston press.

DELICIOUS.—Tully, the unrivaled caterer, announces to-day that the delicious ice cream for which he is so famous, may be had at his establishment in King-street, near Queen. This is pure cream and no mistake.

THE KEROSENE QUESTION.—The frequent accidents from the use of this illuminator are leading the press to insist on the enforcement of the act of Congress which prohibits the mixture or the sale of an article inflammable at a less temperature than a hundred and ten degrees.

UNITED STATES COURT.—In ADMIRALTY.—HON. GEORGE S. BRYAN, PRESIDING.—In this court, yesterday morning, the following order was issued:

Lawrence Patterson vs. William Lincoln.—Libel in Personam for assault and battery on the ocean. John Grimbald, Esq., proctor for petitioner.

On motion of John Grimbald Esq., it was ordered that a warrant issue to the marshal of this district, commanding him to arrest William Lincoln, and have him before the court on the 1st of May, to answer the above libel, &c.

THE UNITED STATES CIRCUIT COURT.—HON. GEORGE S. BRYAN, PRESIDING.—The court was opened at 11 o'clock yesterday morning. The jurors answered to the roll call, and those not engaged were discharged till Wednesday next, at 11 A. M.

The court was occupied with the case of the United States vs. Alfred Huger and C. T. Lovadies till the hour of adjournment.

His Honor Judge Bryan, after consultation with the bar, decided to continue the Circuit Court, and to adjourn the District Court, which will convene on the first Monday in May, till the 15th of June next.

UNITED STATES COURT, APRIL 23.—HON. GEO. S. BRYAN, PRESIDING.—In this court the following orders were issued yesterday:

In re Edward Stavenhagen, of Richmond—petition for voluntary bankruptcy. F. W. McMaster, Esq., proctor for petitioner. On motion of F. W. McMaster, Esq., this case was referred to W. J. Clawson, Esq., Registrar.

In re A. J. Martin, of York—petition for full and final discharge. James F. Hart, Esq., proctor for petitioner. The Judge, on motion of J. F. Hart, Esq., ordered that a hearing be had on the 18th of May, notice to be published in the Yorkville Enquirer, and creditors notified by the clerk.

In re John B. Lundy, a bankrupt. J. N. Morton, appointed assignee. Notice to be published in the Newberry Herald.

In re J. C. Brown, a bankrupt. J. N. Morton, appointed assignee.

In re J. S. Casque, ex parte W. C. Bee & Co. On motion of Meminger, Jervey & Pinckney, ordered that the petition be referred to R. B. Carpenter, Esq., Registrar, to take testimony and report to this court.

QUEEN-STREET.—We are pleased to see that this part of the city, so long neglected, is now attracting attention at the hands of our vigilant civic authorities. Fences are being put up, and the street a little widened. But we should like to see a little more of the latter. Now is the time for this. Queen-street, from Meeting east, is a very decent thoroughfare, but from Meeting-street west is very narrow, and not as straight as could be desired.

Council has been asked again and again, during the last three years, to widen this part of the street. The property holders are all desirous; and as only one single house on the north side (Mr. O'Meara's) need be re-leased at this time, the opportunity should not be allowed to pass unimproved. Before long there may be many buildings on these now empty lots, and a change, such as we now propose (one unquestionably needed), will be attended with considerable expense.

ALMOST AN ACCIDENT.—Yesterday, about one o'clock, P. M., a carriage was driving rather faster "than the law allows" down Meeting-street, and near Market-street, the vehicle passed over a male juvenile individual of the colored persuasion. The young dark limbed toward the market, crying like a good fellow, and fell down in the middle of the street. Immediately a large crowd of sable sympathizers gathered, and one colored man, at the suggestion of General Martin, took the little boy in his arms and carried him to a store in the vicinity, where Dr. E. H. Kellers carefully examined him, but could find no trace of any injury whatever. The crowd outside was excited and impatient, and could only with difficulty be kept from satisfying their curiosity by rushing into the store, when presently the interesting young colored gentleman came forth, shoes in hand, grinning, as much as to say, "Haint I sole you all nicely?" The crowd looked blank, and rapidly dispersed.

THE FIREMEN'S GALA DAY!

A SPLENDID PAGEANT!

APPEARANCE OF EACH COMPANY AND ITS APPARATUS.

THE CONTEST AND THE PRIZES.

A NOVEL TRIAL BETWEEN THE HOOK AND LADDER COMPANIES.

INCIDENTS OF THE DAY—LAYING OF A CORNER-STONE—PRESENTATIONS.

&c., &c., &c.

The anniversary of an organization is a "Mecca" towards which the thoughts of its members journey pilgrim-like, pleasuringly anticipating the hour when they may bow before the shrine and do homage to the event. It is true of nearly all the associations of our city that they meet with sacred punctuality to fulfill the purposes for which they were created, and to perpetuate the memories of the past; but to no body of men is an annual celebration more welcome, more enjoyable, or more stimulating to the esprit de corps which knits them together, than the Fire Department of Charleston. And why not? It is composed of the best material of which any city can boast; of the brain and brawn that lend wings to enterprise, and conceive and accomplish results, the sum total of which is progress. It is composed of those in whom courage, generosity and gentility are hereditary virtues. For two or three generations the names of sire and son have filled honored places on the company roll, and to-day there is no warrier type of the chivalry of true manhood to be found than among the Charleston firemen. The stern stuff of which they are moulded has been testified upon a score of battle-fields, and by wounds that have since become the scars of glory. In 1860, out of six hundred and fifty active members of the Department, three hundred and eighty entered the army as volunteers. Of these more than two-thirds have "gone down to dust in bloody shrouds and sleep in nameless tombs." Peace to their ashes. They step in silent eloquence.

"Perchance the hand that drew them in the secret shadow of his cloud, Out of our warm and golden air, to hide Them from some fearful fate hurrying up."

Nor are those who were detailed at home during the war entitled to less praise than the men who sought the dangers of the field. It was no holiday task to encounter, in addition to the fury of a terrific fire, the most formidable missiles of death that ever were concentrated upon a city. It was a time for the display of the perfection of human courage and fortitude, when the fragments of bursting shells were falling on every side, and the demoralizing effect of a three hundred pounder, adding its infernal treble to the crackling chorus of the warring flames. But there were no craven hearts then, "whose blood curdled white in the face."

A detailed history of the Fire Department would doubtless entertain our readers, but we shall dwell at present only upon the most important events which constitute the milestones of the narrative.

Previous to the year of the great fire of 1838 the organization scarcely deserved the name of "Fire Department" in the sense in which it is now understood. Our grandfathers still speak of it as "nothing but a bucket concern." In other words, the engines were small affairs, the supply of hose was limited, and there being water few, if any, public wells in the city, buckets were passed along a line of spectators improved for the service, to the reservoir of the engine, and by another line returned to be filled. The custom is described in Schiller's "Lay of the Bell":

"Swung from hand to hand with zeal along By the throng, Speeds the pall."

The axe, rope, hook, ladder and wet blanket, at that time performed the lion's share of the work; and we can imagine the exceedingly little getting-out-of-the-way that occurred when these aboriginal devices failed in the fight. The Department at that time consisted of but six companies, namely—the Charleston Fire Company of Aremen, which had been instituted in 1801; the Eagle Engine Company, instituted in 1816; the Vigilant Engine Company, instituted in 1819; the Phoenix Engine Company, instituted in 1828; the Charleston Engine Company, instituted in 1836; and the Etna Engine Company, instituted in 1829. Of these, the Charleston or Pioneer, the Phoenix and Etna Companies, are now provided with steam engines, and their efficiency handsomely compensated for the shortcomings of the old fashioned tubs that were wont to wrack and torment the pulmonary apparatus of ye ancient firemen. If one of these ancestors could have been present yesterday, with what astonishment would they have witnessed their namesakes, newborn and regenerated, singing with nervous energy "the Song of Steam":

"I bow the bellows, I forge the steel, In all the shops of trade; I hammer the ore and turn the wheel Where my arms of strength are made. I manage the fire, the mill, the mill, I start the spind, I weave; And all my doings I put in print On every Saturday eve."

After the fiery episode of 1838, the Department was reorganized, and Gen. John Schriener elected its first Chief. Other companies were incorporated, and a system was inaugurated, which for many years served as the purposes of the organization, and made it a most effective public servant. The present Chief, Mr. M. H. Nathan, has now discharged the duties of his office for ten years—a fact which speaks whole pages of tribute to his ability and prudence as an No. 1 fireman.

Formerly the Board of Fire masters was composed of citizens, and no special regard was had to their fitness for the office, by reason of experience or qualifications. These can alone be acquired by a long practical acquaintance with the workings of the Department. Of late years the City Council have been electing annually four citizens, who must have been members of incorporated companies for five years. These, with the presidents of the several chartered companies, constitute the Board of Fire-masters. All matters pertaining to the Department are adjusted by this board. The four Firemasters, elected by Council, are known as: Chief, First, Second and Third Assistant Chiefs.

The first steam engine used in Charleston was constructed some eight or nine years ago, by Mr. Archibald Cameron, one of our fellow-citizens, but it was burned in the fire of 1861. Notwithstanding the introduction of others since the war, the boys still cling fondly to the "brakes," and on a trial day like yesterday there is nothing more inspiring than the half wild energy, and frenzied yells with which they throw their whole nature—body and soul—into the effort for success. We have seen strong men weep from sheer excitement on these occasions—once when it was announced that the old machine was only just three-quarters of an inch ahead. The amount of lung exercise performed at these times is tremendous.

During the past year there have been fewer fires and smaller losses than for many preceding years. The figures are not before us, but our citizens are familiar with the promptness with which fires have been checked, and the comparative immunity from false alarms. With seven steamers, six hand engines, two excellent hook and ladder companies, and four hand engines manned by colored men, all the organizations in a fine state of discipline, and under the most competent and experienced management, it will be conceded, especially by those who witnessed the parade yesterday, that Charleston can boast of one of the best organized and administered fire departments in the South. It is also said to be the largest department south of New York.

THE PREPARATIONS. In anticipation of the anniversary, no means were spared by the several companies or their friends to enable them to bear an honorable part in the exercises of the day, and, if possible, to win its laurels. The engines and hose carriages were polished to a degree of nicety which made them more resemble gigantic toys than the rough and ready machines on which our community have so often relied to battle with the fire-god. The tailor contributed new uniforms, the painter lent the decorations of his art, the machinist overhauled the dust and renewed the oil, and the ladies—God bless 'em—wove flowers into ornamental festoons and garlands that left the eye to swim in a sea of beauty. Much interest, too, was excited by the preparatory practice of the engines and trucks, the ambition of the men being aroused to a pitch "that breded monstrous hopes and fears." Three prizes—silver cups—were offered by the Board of Firemasters—one to the hand-engine companies, another to the hook and ladder companies, and the third to the steamers. How these were disposed of will appear presently.

THE DAY could not have been more auspicious if it had been loaned out of Paradise for this special occasion. The sun sought shelter behind a veil of clouds, and yet revealed their silver lining; the air was cool and invigorating, and the wind barely stirred the green boughs of the trees. At an earlier hour than usual the city was astir, and by nine o'clock the labyrinthian streets were emptying their thousands into the thoroughfares selected as the route of the procession. The ladies looked overwhelmingly beautiful; the children divided one's thoughts between respect for the matrimonial institution and pity for the census taker; and the freedmen, with their picanninies, added rich contrasts and coloring material to the living mosaic that lined the walks. King and Meeting streets were like Broadway in miniature. Every window, from top to bottom store, was a picture frame, out of which peeped as many happy faces as could be crowded together, while the balconies of the hotels were like an arabesque pattern of humanity in which lovely shapes, laughing eyes, bright smiles and embroidered handkerchiefs were mixed, mingled and lost in crushing and beautiful confusion. All business seemed to be suspended, and the grave paterfamilias from Broad-street and the Bay for the nonce surrendered himself a willing victim to wife and babies.

Punctually at the hour of ten, the various companies assembled at the appointed rendezvous on Citadel Green, and took their places in the line. A delay occurred. We asked the reason. "Don't know," was the response. "Are you not all ready?" "Yes." "Anybody missing?" "No!" Finally, we encountered a member of Hook and Ladder Company, No. 1, and were informed that a beautiful banner representing a small pattern of blue sky and broke out at one end, with an eruption of thirty-four stars, which General Tyler was expected to allow some of his gentlemen to "vote" at the head of the procession, was in the vocative, because the aforesaid young gentlemen could not get furloughs from the United States of America. Thereupon the Fire Department lighted its cigars (thinking, probably, that General Tyler was an imp' o' light), the little colored citizens turned summersaults on the grass, and its reporters mended miscellaneous. During this perambulatory process, one of the reporters of The News was brought up "all standing" by a voice that sounded like a musquito in the bottom of a fish horn, "Git off that grass!" Gazing in the direction of the festive music, we found that it emanated from a "vetrun" on guard, who looked, for all the world, like a bag of indigo that had been out, without an umbrella, in a shower of brass buttons. Ye reporter inquired, in a water-groin tone, wherefore such rage? The fierce foe-man deigned not to reply, but, tilting his blunderbuss in an abdominal direction, he came down on us in an elaborate polka worthy of a patent circus, yelling again "git off that grass!" We wandered abruptly backward; he yelled again.

We stopped and gazed upon the fierce foe-man, whereupon the blood thirsty fellow spun frantically around like a dislocated pair of tonsils, and screamed, "Why in thunder don't you get off that grass!" We mildly suggested, in a reconstructed tone, that possibly he was monopolizing a good deal of the verdant lawn himself, and if he didn't keep those freedmen yonder from treading down the beautiful vegetation somebody would report him to General Chiz. This was a strategic movement on his rear. In about two minutes the noble defender was threatening personal carnage in another direction, and working himself into a tumultuous perspiration, chasing little negroes, and yelling "git off that grass!"

THE PROCESSION. So much by way of an episode, the Chief concluded to move on without General Tyler's "banner in the sky;" and to substitute therefor a smaller emblem, which, with its twin, floated from Hook and Ladder No. 1.

The line of march was down King, through Hasel, down Meeting to Broad—the fine band of the 6th Regiment leading the procession. Then followed Chief Nathan and his assistants, Messrs. B. M. Strobel, R. M. Alexander, C. P. Aymar, and J. C. E. Richardson, handsomely attired in saffron-colored frocks, and white pants, with fireman's hat and belt. Next were the Mayor and Aldermen, solemn, stately, illustrious, and very magisterial—but strange to say, every man on the board too thin to suggest even a remote vision of turtle steaks and champagne.

HOOK AND LADDER COMPANY No. 1, was at the head of the column. Its truck was elaborately decorated with flowers, woven into every shape; a huge solid star rested like a crown upon the top, festoons of evergreen hung from the sides, and the spokes of the wheels were almost lost to sight in the devices with which they were covered. The dress of the Company consists of a red shirt, black pants and belt, neat and serviceable. The number of men who paraded yesterday was thirty-two. The Company was incorporated on the 21st of December, 1865. The truck was built by C. E. Hartshorn, of New York, and is composed of five ladders from ten to forty-two feet in length, twelve short hooks, ten long hooks, six medium sized hooks, one chain hook, two pick axes, one crew bar, and four axes. Its officers are: JOSEPH HILTON, Foreman; A. H. BARBER, Assistant Foreman.

J. L. LITTLE, Treasurer; Wm. D. Davis, Secretary; James H. Trout, Recorder.

THE CHARLESTON FIRE COMPANY OF AXEMEN, more familiarly known as the "Pioneer," came next in line, and the white uniforms of the men, of whom sixty-five paraded, and the burnished appearance of their pet, the "Little Sue," enriched by floral ornaments, attracted universal attention. Wreaths encircled the boiler, a huge pyramidal boquer rested on the smoke-stack, and lastly, written around the wheels in letters of evergreen was the name of the company. As has before been stated, this is the oldest fire organization in Charleston, having been incorporated in 1801. The steamer was built by Clapp & Jones, of New York, in 1866, has a heating surface of four hundred square feet, and will discharge three hundred and fifty gallons per minute. Its officers are: E. D. ENSTON, President; T. S. O'BRIEN, Vice-President.

O. F. HOWELL, First Director; McE. McINIS, Second Director; M. NIXON, Third Director; H. SURAN, Fourth Director; Wm. Knox, Secretary; Lawrence Centwell, Treasurer; E. E. HUGHES, Engineer; J. C. SIGWALD, Assistant Engineer; W. Welling, First Axeman; George Hughes, Second Axeman; W. Minnis, Third Axeman; E. Whitney, Fourth Axeman; J. E. BURKE, Solicitor; S. C. BROWN, M. D., Surgeon.

THE EAGLE FIRE COMPANY, being the next oldest company in the Department, followed the Pioneer. This company was instituted in 1818, and still clings to the time-honored hand engine. On the present occasion it looked as if it had been sprinkled with a rainbow. A floral arch surrounded the machine, on which were the words "Semper Parati," and a small blue silk flag served as a reminder of "Our Carrie." No doubt to her fair hands was due some of the elegant decoration of the apparatus. The hose reel was in keeping with its mate. Seventy Eagles paraded. Their officers are: Wm. R. McINTOSH, President; C. F. BEAUFORT, Vice-President.

First Director, E. H. WELSH; Second Director, Mc. O'NEIL; Third Director, J. W. STEVENS; Fourth Director, G. SHOKES; Secretary, J. M. COHEN; Treasurer, O. E. JOHNSON; J. Ashley Bunch; and C. H. BURN, Jr., Axemen; Jas. S. Bunch, Halkeeper.

THE VIGILANT, also a hand engine, was next in line, and sustained her ancient fame and prestige. The tidy white uniforms of one hundred and eight men were an attraction in themselves, but the thought of these, except, perhaps, to half a hundred sweethearts, was lost in the admiration bestowed upon what seemed to be little more than an irregular mound of flowers rolling along on invisible wheels, and as beautiful and graceful as if its broken shafts and hubs had been borrowed from a kaleidoscope. It is evident that the company is a favorite of the other sex, and vice versa. Nothing but crinoline ever could encircle as much taste as the Vigilant had expended on their pet machine. The company was organized in 1819, and its present engine—a double break Jeffers machine—has been in use thirteen years. The officers are: SAMUEL Y. TUPPER, President; L. D. MOWAT, Vice-President.

Jos. F. TORRENT, First Director; J. P. BROWN, Second Director; F. L. O'NEILL, Third Director; B. F. McCABE, Fourth Director; John T. Humphreys, Secretary; Samuel W. Fisher, Jr., Treasurer; John L. Torrent, John J. O'NEILL, Axemen; Charles H. Simonton, Solicitor; Augustus Fitch, M. D., Surgeon.

THE PHOENIX.—Next to the Vigilant, came the grey coated Phoenix boys, who carried a banner with their device on one side, a Phoenix rising from her ashes, and on the reverse, the motto Pro bono publico, and the date of organization, 1826. A wreath was tastefully placed around the boiler, and other floral ornaments were attached to different parts of the machinery. On the hose reel the greatest care had been lavished, and a beautiful wreath with the motto of the company in gold letters in the centre. It was not necessary to be told of the fact that it was a present from the ladies, as none others could have crested such an ornament. The Phoenix is a popular company, and, like the Vigilant, stands especially well with the fair sex. They paraded ninety-four men. The following are the officers: GEORGE TUPPER, President; J. T. H. HAZEL, Vice-President.

First Director, Wm. A. KELLY; Second Director, A. T. SMYTHE; Third Director, S. WILEY; Fourth Director, C. L. TRENHOLM; Secretary, H. SPARNICK; Treasurer, R. S. CATWART; Engineer, J. P. DEVEAUX; Axemen, T. W. GLEN, A. O. PANSEIN, F. W. MATHIESON, Wm. E. MILLIGAN; W. M. MUCKENFUS, Solicitor; W. B. YATES, Chaplain.

THE CHARLESTON HOOK AND LADDER COMPANY, No. 2, which was organized the present year from the Charleston Fire Company, one of the oldest in the Department, made its first annual parade yesterday. The truck is similar in all respects to that of No. 1, and was tastefully decorated with garlands, festoons and wreaths of flowers. The number of men who paraded is about forty. The uniform is a red shirt, black pants and belt, with the motto of the company, "We are Ready." The officers are: J. C. LAPOSTOLLE, Foreman; T. L. DAVIDSON, Assistant Foreman.

S. WEBB, Treasurer; GEO. McCLAIN, Secretary.

THE ETNA STEAM ENGINE COMPANY was next in line, and the commingling of crane and dowers, most tastefully arranged, did not fail to recall to every mind familiar with the associations of the company, the memory of its recently deceased ex-President, S. G. COURTNEY. This is also one of the old organizations of the Department, having been instituted in 1829. Its steamer was built by Clapp & Jones, New York, and put into service in March, 1866. It has three hundred feet of heating surface, an eight-inch steam cylinder, eight-inch stroke, and discharges three hundred gallons of water per minute. She paraded fifty-six men, and is officered as follows: J. A. QUACKENBUSH, President; F. S. NIXSON, Vice-President.

First Director, J. TRUL; Second Director, J. T. WILSON; Third Director, B. ROANE; Fourth Director, W. FORBES; Secretary, F. C. LYNCH; Treasurer, Orion Bassett; Engineer, C. C. WIGHTMAN; Axemen, Joseph Williams, J. Martin, T. Watson and T. Leitch.

Muller's fine Eutaw Band here had a place in the procession, and enlivened the march with its welcome strains.

THE MARION ENGINE COMPANY followed, parading sixty-seven men. It was instituted in 1838. In 1860 the present steamer was secured from M. E. Clapp, the builder, of New York. Her heating surface is one hundred and fifty and a half square feet, and will discharge three hundred and twenty-seven gallons in a minute. The company still retain their time-honored "Swamp Fox" and he yesterday reposed on a bed of roses as of yore. Both the steamer and reel (the latter is of Charleston manufacture) were profusely adorned with flowers, and contested with other apparatus for the palm of beauty. The following are the officers: J. H. STEINMETZ, Jr., President; T. S. STOWALD, Vice-President.

Milton Maxey, First Director; J. P. Cahill, Second Director; J. Glasspool, Third Director; G. McNeil, Fourth Director; G. A. Calder, Secretary; W. O'Meara; Treasurer; W. H. Sigwald, Chief Engineer; H. L. Calder, Assistant; W. Blaize, E. Doar, C. Seiferth, P. Patat, Axemen; P. O'Meara, Halkeeper; T. R. Aldrich, Surgeon; Hon. W. D. Porter, Solicitor.

THE GERMAN ENGINE COMPANY.—This sturdy body of men turned out yesterday in full numbers. Composed of admirable material, and with an equally admirable hand machine, which last year secured the prize, they made a most effective display. The engine was handsomely decorated, noticeable among the organiza-

ments being the wreath presented to the company last year by the orphan children. It was faded and dry, but with a tender feeling of affection for the donors, the Germans had preserved the relic and enshrined it in immortality. How much this little incident illustrates the German character! The company was incorporated in 1839. The number on parade yesterday was sixty-seven, but in point of weight they probably exceed any company in the Department. They are veritably "solid men." The officers are as follows: President, JONAS H. ALBANS; Vice-President, C. BERG.

First Director, J. F. JOHNS; Second Director, G. F. LILLIANT; Third Director, M. J. H. OSTENDORF; Fourth Director, G. H. OSTENDORF; Fifth Director, G. MARGENHOF; Secretary, D. G. BURGER; Treasurer, Wm. Brunjes; Axemen, H. H. KNEE and H. DUPEIN.

THE PALMETTO ENGINE COMPANY appeared in the Parade yesterday with full numbers, and attracted universal attention, the engine being drawn by four handsome black horses. It was richly ornamented with evergreens and flowers, which well concealed the shining metal of its wheels and cylinders. This is one of the most powerful steamers in Charleston, as proved by numerous trials. It was built by the Amesong Company, Manchester, New Hampshire, in 1867, and weighs five thousand two hundred pounds. Its steam cylinders are six seven-eighths inches in diameter, with an eight inch stroke, and its pump discharges four hundred to four hundred gallons a minute. The Company was instituted in 1840, and yesterday paraded fifty-five men. Its officers are as follows: H. FROSTON, President; J. REDDOCK, Vice-President.

T. CASEY, First Director; J. COLEMAN, Second Director; J. LONG, Third Director; A. DUNCAN, Fourth Director; H. H. ARMSTRONG, Secretary; D. O'KEEFE, Treasurer; Toms Miller, Engineer; H. Daly, Assistant Engineer; S. Dohie, T. McIntire, J. Slaterly, T. Corcoran, Axemen.

THE HOPE FIRE ENGINE COMPANY.—This old stand-by of the city yesterday sustained its ancient reputation. Fifty-three men paraded, most of them being Germans. The prosperity of this company is due, in a great measure, to the exertions and popularity of its president, W. H. Smith, Esq., the efficient Clerk of City Council. Its members have steadily increased, and it is not at all improbable that they will soon add another to our steam squadron. The company was organized in 1813, and their present engine has been in use since 1857. The officers are as follows: W. H. SMITH, President; D. SEMKEN, Vice-President.

Phil. Buchheit, Jr., Secretary; C. Hickey, Treasurer; B. B. Watterman, First Director; Chas. Schultz, Second Director; Jno. H. Cammer; Third Director; J. H. Balke, Fourth Director; J. J. Monahan, First Axeman; Wm. T. O'Neal, Second Axeman.

THE WASHINGTON FIRE ENGINE COMPANY has always been a favorite with our citizens, and the tasteful manner in which it was decorated by fair hands for the parade yesterday, certainly indicated that its gallant members still preserve their esprit de corps. The engine was built in 1866, and similar to other machines furnished by the well-known makers, Clapp & Jones, of New York. The Washington and Vigilant will visit Savannah on Thursday next, to participate in the celebration of the anniversary of the fire department of that city. The Washingtons paraded yesterday fifty-six men. The officers are as follows: J. B. MARTIN, President; L. CAVANACH, Vice-President.

Thomas E. Hogan, First Director; F. W. Becker, Second Director; Thomas N. Brown, Third Director; B. P. Maul, Fourth Director; T. Morris, Engineer; A. F. LaFar, Secretary; Thomas Hughes, Treasurer; E. F. Miscally, Axemen. N. Praeger, W. Brad, J. C. Addison, Axemen.

THE YOUNG AMERICA, although of the youngest, by their appearance yesterday indicated that they were composed of the bone and sinew of the community, and will prove dangerous competitors in the honorable rivalry which characterizes the Department. The engine was among the handsomest, its decorations giving proof of the high regard in which the gallant members are held by their fair friends. The engine was draped in mourning, in memory of the late Mr. P. Harvey, one of the directors of the company. The pennon at the fore had the inscription, "We mourn our lost." The wreaths were made of evergreens and white roses, and in elegant arrangement, not surpassed by any in the procession. This company was organized in 1855, and yesterday paraded forty-five members. Their steamer is a large and powerful machine, having a heating surface of four hundred and fifty square feet, and pumps that discharge five hundred gallons per minute. It is the only steamer in the Department that has a rotary engine. Its weight is six thousand pounds. The officers are as follows: JAMES S. WESTENDORF, President; JAMES GUY, Vice-President.

A. W. ROSE, First Director; J. L. MARKER, Second Director; John E. Gannon, Third Director; W. Hart, Secretary; Treasurer, J. Rosin, Engineer; W. Mahoney, Assistant Engineer.

THE STONEWALL FIRE COMPANY celebrated the anniversary by bringing out a new and beautiful hand engine, which they have recently purchased. This was exquisitely embellished, an elegant wreath being pendant from the front of the boiler, and the top being surmounted by a floral arch bearing the name of "Stonewall" in letters of evergreen. A beautiful monument of flowers, crowned with a miniature palmetto tree, was reared on the top of the engine. In the rear was a large wreath, on which was inscribed the legend "Rest in Peace." The hose reel was smothered in flowers, from which floated white streamers whereon were written in letters of gold the sobriquet of their great namesake. The grey coats and white pants of the Stonewalls were universally admired, and certainly made a unique and beautiful uniform. The number of men on the roll is sixty-three. Of these forty-five paraded yesterday. The company was instituted November 4, 1863. The following is a list of the officers: G. L. BURST, President; J. E. BOLINER, Vice-President.

W. G. MILLER, Secretary; C. A. Aymar, Treasurer; J. R. Hill, First Director; C. J. Berrie, Second Director; F. J. Salvo, Third Director; F. A. Silcox, Fourth Director; B. S. Riggs, First Axeman; F. W. Blake, Second Axeman.

ON REACHING the corner of Broad-street the Mayor and Aldermen filed to a position in front of the guardhouse, the band halted on the opposite side, and the several companies then passed in review.

The crowd at this point was immense, and wherever a foothold could be secured—in the windows, along balconies and dangerous ledges, even in the steeples of St. Michael's and on the narrow summit of the guardhouse wall—there, boquets and fringes of humanity, men, women and children, black and white, could be seen anxiously awaiting a contest, in the success of which the humblest individual present apparently felt as deep an interest as the most active members of the rival companies.

Fully an hour elapsed before the preparations here were completed, and the engines placed in proper position. His Honor the Mayor availed himself of this opportunity to invite the officers of the several organizations to the City Hall, where he extended to them

the improvised hospitality of the place, and sent them on their way rejoicing. Several of the Aldermen were also present and assisted in doing the honors of the office.

The preparations for playing were similar to those of last year. A long, narrow, wooden platform was constructed in Broad-street, and neatly railed on both sides. The upper end of this was covered with sawdust, and a series of marks were prepared, with the name of each company painted thereon, to indicate the distance to which each might throw the water. Each hand engine was allowed fifteen minutes, and each steamer thirty minutes, from the time they took position at the well, corner of Broad and King streets, using fifty feet of hose, and playing on the platform.

The judges were Assistant-Chief B. M. Alexander, C. P. Aymar, and J. C. E. Richardson. Alderman Willis and B. M. Strobel, Esq., were appointed to mark the distances and award the prizes. The arrangements were most admirably made and faithfully carried out, the chief regret of the day being that three of the steamers were obliged to postpone their trial on account of the lateness of the hour. Bets were freely offered and taken on the results, and we hear of a number of instances in which considerable sums of money changed hands.

Notwithstanding the great throng on the ground during the day, the police, by their energy and ubiquitous presence, preserved admirable order. Such arrests as were made were for slight offences, only arising perhaps from the excitement incident to the occasion, and it is a proper tribute to the mass of our citizens to say, that while the barrooms were open as usual, no arrests were made because of a too intimate familiarity with John Barleycorn.

AS SOON as the different engines were arranged, the Germans took their position at the well, and led in the playing off. As the Germans were the victors in the last annual contest between the hand-engines, some anxiety was felt as to the result; and there is no telling what distance could have been attained if the hose had not burst on two successive trials. The time allowed having elapsed, the Germans withdrew, having thrown a stream one hundred and fifty-two feet and one inch.

The Hope was the next in order, and, being also in the main a German company, endeavored to excel their brother Teutons, but only reached one hundred and forty-seven feet eleven inches.

The Eagle followed, manned by the bone and sinew of the upper wards, and threw a stream one hundred and fifty-two feet three and a quarter inches.

The white coated Vigilant then manned their machine, and proceeded to test the truth of their motto, Perseverando Vincimus. They were successful. The stream thrown reached a distance of one hundred and eighty-three feet five inches, the furthest point attained by the hand engines.

The gallant little Stonewall, though last, was not least, and for a time the Vigilant trembled for their honors, but fortune had declared in their favor. Though the Stonewalls strove for the mastery, they obtained but the second honor, having reached one hundred and seventy-five feet seven and a half inches. It should be stated that in the playing off there was a generous emulation among the members of the different companies, the strong assisting the weak, and the vanquished congratulating the victors with loud and frequent applause.

THE HOPE AND LADDER RACE. The playing of the hand engines being completed, the next excitement was the contest between the two Hook and Ladder Companies for the silver cup, which was to be awarded by the Board of Firemasters to the most proficient. This contest was something entirely new in the annals of the Department, and excited the liveliest interest. It was decided that the companies should start from the Mills House and run their trucks to the guardhouse, where they were to detach a ladder, raise it to the roof of the courthouse, when a member of the company would ascend and descend; the ladder was then to be taken down and replaced on the truck.

Wonderful stories had been circulated about the agility of the truckmen, and it was even stated that some of the more expert could mount a ladder backwards and come down in successive somersault