THE BAPTIST SUNDAY-SCHOOL UNION.—The teachers of Sunday-Schools connected with the Baptist Sunday School Union met last evening in the lecture room of the Norfolk-street Baptist Church and organized a Baptist Sunday-School Teachers' Association. They elected Theo. C. Sears, President; Alf. N. Bearing and J. B. Peck, Vice Presidents; Alexander Blystone, Secretary; and Geo. H. Stone, Treasurer. Their next meeting will be held in the lecture-room of the First Baptist Church on the second Monday evening in April.

VANDERBILT STEAMSHIP COMPANY.—The "Vanderbilt European Steamship Company," running between this port and Southampton and Havre, will resume their trips, which were discontinued during the Winter, on the 24th of this month, when the steamship Vanderbilt will leave for Southampton and Havre, carrying with her the United States mails. She will return from Southampton on the 18th of April. Persons taking passage on this steamer can have an opportunity of passing a fortnight in England and on the Continent, seeing the various sporting events, which principally occur in April, such as the different races, &c., and reach New-York again after an absence of scarcely five weeks.

RIGHTING THE SEAMSTRESSES.—Yesterday we published a paragraph detailing the forced payment of some sewing-girls by a man named Wm. Gordon. It was stated that he owed some sewing-girls, and refused to pay them. Having obtained some money due him from O. B. Tweedy & Co., some gentlemen present took the money from him and paid the girls Gordon made a complaint against one of the gentlemen, named King, charging him with assault and battery. Yesterday afternoon King appeared before Justice Quackenbush to answer the charge, but no complaint was there. An officer was sent to find Mr. Gordon, but that gentleman had disappeared from his place of residence with all his effects, and could not be found. Mr. King was therefore dismissed from custody.

RIGHTS OF INVENTORS.—Yesterday a number of the hardware dealers in this city were visited by a gentleman in quest of screws of a certain description, of English manufacture. In many of the houses he bought parcels of the English-made screws, paid for them, and, in presence of the salesmen or members of the firms, tied them with red tape, and sealed the receipted bills thereto, and ordered them to be sent to the office of "Charles M. Keller, counselor in patent causes," in Nassau street. Of course such a transaction excited considerable inquiry, the result of which, so far as could be ascertained, is as follows: The gimlet pointed screw is an American invention, and was patented in the United States and in England; the English patent having been disposed of to manufacturers there, whose goods are imported into this country, and sold by our merchants, thus invading the rights of the owners of the American patent. In this way, it appears, every package sold renders the merchant making the sale liable to the owners of the American patent, as in the great India Rubber case of Day and others, in which the Supreme Court of the United States decided, in every case of violation, in favor of the American patent. Present appearances indicate that an exciting suit is on the tapis, which is likely to involve quite a number of our largest hardware houses, who have sold screws to the gentleman who tied his parcels with red tape and sealed the bills thereto, at a liberal discount for cash.

A TERRIBLE AFFAIR—A SAILOR ON THE UNITED STATES SHIP BROOKLYN COMMITS SUICIDE.—James Daily, one of the sailors examined in the case of the homicide on board the United States ship Brooklyn, not being an important witness, was remanded back to the ship. On being informed of the fact, he stated that he would rather die than sail on board that ship again. He then bid the persons on shore farewell, saying that in less than two days he would cease to live. To this he added that he had between one and two hundred dollars coming to him, and requested that it would, in case of his death, be given to some charitable society. After arriving at the ship, Daily ran forward, jumped through a port hole, and accomplished his object by throwing himself overboard. Such is the statement, as we have received it. If it be true, those who command this floating pandemonium should be held to a rigid account by the Navy Department. Let us have a thorough investigation of all the facts.

THE TELEGRAPHIC CHESS MATCH.—A Telegraphic Chess Match is now in progress between the Boston and New-York Chess Clubs, the result of a challenge from the Bostonians. The game commenced at the Chess Club Rooms, N. Y. University, on Thursday evening, and was continued last night till 11:37 o'clock, at which time the 11th move in the first game was received from Boston. The moves in the respective games are as follows:

FIRST GAME.

WHITE, (New-York.)	BLACK. (Boston.)
1..P. to K. 4.	P. to K. 4.
2..K. Kt. to B. 3.	P. to Q. 3.
3..P. to Q. 4.	P. x. P.
4..Q. to P.	B. to Q. 2.
5..B. to B. 4.	Q. Kt. to B. 3.
6..Q. to Q. 3.	Kt. to K. B. 3.
7..Castle.	K. B. to K. 2.
8..Kt. to Kt. 5.	Q. Kt. to K. 4.
9..Q. to Q. Kt. 3.	Kt. x. B.
10.Q. x. Kt.	Castle.
11.P. to K. B. 4.	P. to K. R. 3.

SECOND GAME.

WHITE (Boston).	BLACK (New-York).
1.P. to K. 4.	P. to K. 4.
2.K. to Kt. to B. 3.	Kt. to Q. B. 3.
3.B. to Q. Kt. 5.	P. to Q. R. 3.
4.B. to R. 4.	Kt. to K. B. 3.
5. P. to Q. 4.	K. Kt. x. K. P.
6. Q. to K. 2.	P. to K. B. 4.
7. P. to Q. 5.	Kt. to K. 2.
8. Kt. x. P.	Kt. to Q. B. 4.
9. K. B. to Q. Kt. 3.	P. to Q. 3.
10. K. Kt. to K. B. 3.	P. to K. R. 3.
11. Castle.	K. to B. 2.

New-York telegraphed the eleventh move in game second at 11:25 o'clock.

Boston's eleventh move in game first was received at 11:37 o'clock, and the game adjourned till this evening, at 6½ o'clock.

LATE ITEMS.—Last evening Coroner Jackman held an inquest, at the Eighth Precinct Station-House, on the body of a male child that had a few hours previous been taken from a sink in the rear of No. 28 Hammersley street. The people residing in the house noticed during the afternoon a woman pass up the alley, with a bundle under her arm, and enter one of the outhouses. Soon after she left, and, her appearance exciting suspicion, the sink was searched and the body of the child recovered. A post-mortem examination disclosed marks of violence on the body, and it was evident that the child had been suffocated, and an attempt made to conceal the crime as above stated. The Jury rendered a verdict in accordance with the facts. No clue has been obtained to the murderess.

Detectives Poole and Roach last night arrested, in the Eighth avenue, Mary Jane Shurer, a girl fifteen years of age, and James Baylis, a boy twelve years old, both being runaways from their relatives at Albany. In consequence of ill-treatment, as the girl alleges, from her sister and brother-in-law, with whom she resided, she made up her mind to run away, and seek a livelihood elsewhere. She obtained $2 50, and started on the boat for this city, in company with the boy, on Thursday night, arriving here yesterday morning. After walking about the city all day, they were about looking for a lodging, when the officers found them. They were detained at Headquarters. The girl appears smart and intelligent, and said she would jump overboard and drown herself before she would go back to her sister.

A NEW-YORK "ROUGH" ON HIS TRAVELS.—MEMBER OF THE LOBBY ON HIS MUSCLE.—One William Hanley, a politician well known in the First Ward of this city, was arrested in Albany on Wednesday last, upon the charge of making a violent assault upon a hack-driver, named Martin. The rough had hired Martin to drive to various parts of the city, and finally directed him to visit some point on the West-Troy road. In a short time Hanley stopped the carriage, got out and ascended the box, taking the reins from Martin's hands. He then lashed the horses into a hard run. Martin remonstrated and tried to regain the lines, when Hanley drew a knife and inflicted several dangerous wounds upon Martin. The latter managed, after a short time, to throw his assailant from the box, and drove to a public house, which Hanley followed, and severely beat the wounded man. After pounding him into insensibility, the ruffian drove back to Albany at a fearful pace, and was arrested, after protesting against such an infraction of his right, and declaring that he was a "distinguished politician of the First Ward of the Empire City of America," and that "he could find plenty of friends in and out of Albany to bail him." Martin, it is feared, will not recover, in which case the "distinguished" loafer will probably be sent to Clinton Prison.

COMMISSIONERS OF POLICE.

The Board met yesterday afternoon at Police Headquarters, President STILLMAN in the chair, and all the members present.

Upon a petition from the Captains of the various Precincts, stating that they were frequently obliged to employ medical men to attend injured persons who were brought to the station-houses, thereby incurring additional expense to the Department, a resolution was adopted that the members of the Police Surgical Staff be so stationed about the city that they can be reached by telegraph at all hours.

James Barr of the Fourth, Thomas Sullivan and P. McVey of the Fourteenth, and Dennis Warren of the Thirteenth Wards, members of the old force, were reinstated upon the usual terms.

A communication was received from Captain Turnbull of the Eighth Precinct, asking that his station-house, which was recently injured by fire, be repaired. Referred to Committee on Repairs.

Mr. Charles Robinson was reappointed Inspector of the Police Telegraph, and it is understood that in a short time he will place new telegraphic instruments in all of the Station-Houses.

A resolution was offered by Mr. BAILEY that each member of the Board shall have power to make detailments and appointments in the county for which he is appointed—thus for New-York, Messrs. Stillman, Ulshoeffer, Bailey, and Mayor Wood; Kings County, Mr. Stranahan and Mayor Powell; Westchester and Richmond Counties, Mr. Bowen. The paper was laid upon the table.

It was stated that Capt. Coulter of the Twenty-second Ward is the recipient of double favors—drawing pay as Captain of Police and pay as Harbor Master, to which position he was recently appointed. No act on has yet been taken in the matter, as it is supposed that the Captain will shortly resign one of the positions.

Mr. BAILEY offered a resolution which was adopted, directing the Committee on Rules and Regulations to report in detail the names of all persons of the old Municipal force claiming to be entitled to restoration and back pay, with such facts as have come to their knowledge, favorable or adverse to their claims, together with any or all other information that they can furnish.

Mayor WOOD expressed the opinion that there were at least 400 men whose claims were perfectly good, men who had been regularly appointed, and who had never been dismissed. Other members of the Board differed with his Honor, and thought that there could not be found more than sixty with bona fide claims. A large number had already been reinstated upon relinquishing claims to back pay; while others, believing their claims to be good, refused to reliquish. They were desirous of bringing the vexatious question to a settlement.

ASSESSMENT OF MONOPOLY PRIVILEGES.

From The Newark Advertiser.

The bill authorizing the Hoboken Land and Improvement Company to construct a railroad between Hoboken and Newark, has been signed by the Governor and has become a law.

There are now two charters on our statute book for two new roads between Newark and the Hudson River, and except in some extraordinary powers in the latter, which are considered by many impracticable in their execution, they are essentially the same. Both are owned by the same party, and he can now make his selection. They both assert the principle, that exclusive privileges can be assessed and paid for in damages, and the Executive, by his signature of the bill, has consented to have this great question brought before the highest Courts of the State and nation for a decisive judicial adjudication.

This was esteemed the great constitutional question involved in the bill, which the Courts will now be required to decide. Though many regard the confirmation and enactment of the contract between the Long Dock and Hoboken Land and Improvement Company, as a violation of the clause of the Constitution which declares that "every law shall embrace but one object, "and that shall be expressed in the title."

The large and unprecedented provisions of the bill, designed to appropriate the property and rights of other Companies, appear to be regarded as questions of high expediency, of which the Legislature are presumed technically to be the judge, as a jury is regarded to be the sole umpire as to questions of fact; and hence, however abhorrent they may be, they are not the proper subject for Executive veto.

The grand result of the passage of this bill is the progressive march toward complete emancipation from exclusive privileges, which are regarded as fetters upon freedom, and for which New-Jersey has long been held in opprobrium by other States, and even by intelligent travelers from foreign countries.

Two important acts in the grand drama of emancipation from monopoly thraldom have now been enacted in New-Jersey, namely: First—The action by the Legislature in favor of the assessment of exclusive privileges for competing works; and the Second—The assent by the Executive. The Third, and conclusive act, will be the adjudication by the Courts, which, if in unison with the other two, will perfect full emancipation in New-Jersey, and secure the largest liberty for legislation in favor of the construction of competing roads everywhere over the State.

The exclusive privileges claimed by the Camden and Amboy Railroad Company will be embraced within this adjudication favorable to general freedom, for the monopoly clause of that company was copied from the monopoly clause of the Passaic and Hackensack Bridge Companies, and hence the two must stand or fall together; for if the Courts sustain the constitutionality of either the Morris and Essex extension act or that of the Hoboken Land and Improvement Company, the monopoly privileges of either the Bridge Company or the Camden and Amboy Company are capable of being taken by assessment as property.

The identity of the two monopolies may be seen by the provision in the charter of the Passaic and Hackensack Bridge Company, which is in these words: "*That it shall not be lawful for any person or persons* "*whatever to erect or cause to be erected any other* "*bridge or bridges across the said Rivers Passaic* "*and Hackensack,*" &c.

The corresponding monopoly clause in the charter of the Camden and Amboy Railroad Company is in these words: "*That it shall not be lawful at any time* "*during the said railroad charter, to construct any* "*railroads in this State,* &c., to compete in the transportation between the Cities of New-York and Phil "adelphia."

SHOCKING ACCIDENT.—A young man by the name of John Raffler was horribly mangled in Brooks & Sheley's planing mill at Theresa, on Monday last, while endeavoring to unwind a belt from the shaft while the machine was in motion. His arm caught in the belt and he was carried around the shaft at the rate of one hundred and fifty revolutions per minute. His arm and legs are badly broken, and he now lies in a very critical condition.

HORRID MURDER AT A PARTY.—Last evening, at 7½ o'clock, one of the most fiendish murders was committed that ever outraged the feelings of humanity. A social party was assembled at one of the apartments in No. 71 East Broadway, visiting the family who reside there. Among the number was Patrick McHugh, his wife Bridget, and their two children. The evening appeared to be passing pleasantly with them. They were talking and amusing themselves together, when suddenly Patrick said to his wife, "Won't you give me some beer?" to which she replied, "Why no, Patrick; I never give you anything now." As she spoke this, he placed his arm around her neck as if to embrace her, but in his hand was an open razor, with which he suddenly cut her throat. The stroke was given with so much power as to cut away even a part of the bone (the third verebrae). She fell and died without the utterance of a word.

The sight presented, as we entered the house, was piteous in the extreme. There lay the mother, so frightfully mangled. At her head sat one of the guests at the party, with an infant in her arms stained with blood which had spirted from the wound, while around her was gathered the son and his two sisters, rending the air with their piteous wail. The son, a manly fellow of seventeen, detailed to us how the father had been discharged from the Ohio Penitentiary, where he had been incarcerated for seven years for attempting his mother's life. She died with the marks of the wounds received on that occasion still upon her person.

Since his discharge, the son relates that he has been kind to the mother, and that whenever he could slip home from his duties upon the river (where he worked), he would find all pleasant at home, until Monday night, when the father began to drink again, and the fearful tragedy was the result. After the murder, the father deliberately walked to his home in Longworth's wine-barracks, on Sixth street, east of Broadway, and began to talk with his son, who knew nothing of the murder until officers Bolzer and Anderson entered and arrested his father. The three children are, James, who is 17 years old; Mary and Hannah, who are aged respectively 10 and 8 years.

As soon as the information reached the Hammond-street Station-House, the officers were dispatched by Lieut. Brockington in every direction, in pursuit of the murderer. Fortunately, officers Bolzer and Anderson had been directed to his room in the barracks, which they reached just as he was making his escape.

[Cincinnati (Ohio) Commercial, March 7.

NEW-YORK LEGISLATURE.

SENATE.... ALBANY, March 9, 1860.

An adverse report on the Erie Railroad Freight bill was referred back for a further hearing.

Mr. CONOLLY introduced a bill providing that all moneys belonging to the City of New-York shall be deposited from time to time without delay by legal custodian thereof, who shall hold the office only till the expiration of the term of the present Controller.

Mr. MANIERRE introduced a bill subjecting foreign insurance companies doing business in this State to all the provisions of the law applicable to companies incorporated by foreign governments.

The bill to prevent fraud in the sale of passenger tickets was passed.

ASSEMBLY.

Mr. POND, from the Committee on Cities and Villages, has ready for presentation the New-York City tax levy. The whole amount is $4,375,219 59. That for fire and police telegraph is raised from $6,000 to $15,000, and for roads and avenues decreased from $60,000 to $25,000.

The supplies for and cleaning public offices are raised to $42,000. The expense of the Investigating Committee of the Common Council on police matters in 1855 is $3,900. For blasting and removing Coenties Reef, $26,000. For the Mayor for advertising expenses, $25,000.

Mr. A. A. MYERS'S New-York and Brooklyn Cab Company's bill, incorporates J. A. H. Hasbrouck, D. S. Barnes, A. H. Thurston, D. H. Beeviey, and E. S. Martin, with a capital of $500,000. It allows them to charge 50 cents per hour within the city limits, or from South Ferry to Forty-second street, or shorter distances, 25 cents for one passenger and 15 cents for each additional passenger.

Mr. WALSH introduced a bill to protect consumers of gas in New-York.

The consideration of the Railroad Toll bill was renewed at the evening session. Pending the question, a motion was made by Mr. MILLIKEN to recommit the bill.

Mr. BINGHAM moved to add instructions for taxing all the railroads of the State on their net earnings instead of all other taxes. Mr. Bingham made a speech in favor of his amendment.

Mr. MILLIKEN argued in favor of the recommittal of the bill. In the course of his remarks, he said an attempt had been made to compel the Republicans of the House to support this as a party measure. He refused to go with any party in a measure of injustice and oppression. The bill was concocted by a few men in secret caucus, and was brought down to the House and tried to be rushed through under the whip and gag law. He refused to legislate at the behest of any party for one interest at the expense of another. This measure, like the Pro-Rata bill, was urged by men whose interests were adverse to railroads, and hence their objection to discussion or amendment.

He agreed that property invested in railroad stock after the removal of the tolls was so invested on an implied pledge of the State that such policy would be continued.

The SPEAKER and Messrs. STILSON, O. ALLEN, FINCH, ELLSWORTH, and HOLCOMB, supported the bill. The previous question was ordered, and the bill passed.

It imposes the full rates; the same as on the Canal, on the Central, Oswego and Syracuse, Albany and Vermont, Rensselaer and Saratoga, Saratoga and Whitehall, Chemung, Rochester and Genesee Valley Railroads during the season of navigation, and three-fourths of the same rate on the New-York and Erie, Buffalo and New-York City, Niagara Bridge and Canandaigua, Syracuse, Binghamton and New-York, and Elmira, Jefferson and Canandaigua Railroads, upon all through freight; also on the Ogdensburgh Road. Live stock, fresh meats, &c., are exempted.

The Sanitary Code bill for New-York and Brooklyn, and the New-York Charter amendment were reported favorably. Several other bills were passed, among them the bill to fund the floating debt of New-York.

From Our Own Correspondent.

ALBANY, Friday, March 9, 1860.

COURT OF APPEALS.

The concurrent resolutions to amend the Constitution so as to reorganize the Court of Appeals, and to increase the pay of Judges, were killed very dead in the Senate to-day, by postponing its further consideration till the 2d day of April next, by a very decided majority.

THE CANALS.

The third reading of the bill to provide for the completion of the Canals came up as a Special Order in the Senate at 12 o'clock. As the Clerk was proceeding to read the bill, Mr. Munroe moved to recommit it to the Committee on Canals, with instructions to strike out the appropriation for the extension of the Chenango Canal, which was lost—15 to 17, as follows:

YEAS—Messrs. Abell, Bell, Blood, Goss, Hillhouse, Ketcham, Lapham, Manierre, Montgomery, Munroe, P. P. Murphy, Robertson, Sessions, Warner, Williams—15.

NAYS—Messrs. Colvin, Connolly, Ferry, Fiero, Gardiner, Grant, Hammond, Kelly, Lawrence, McGraw, J. M. Murphy, Prosser, Ramsey, Richmond, Rotch, Spinola, Truman—17.

Mr. Lapham moved to recommit, with instructions to strike out the provisions for enlarging the locks on the Erie Canal, which was carried, 21 to 11, as follows:

YEAS—Messrs. Abell, Bell, Blood, Connolly, Fiero, Grant, Kelly, Ketcham, Lapham, Lawrence, McGraw, Manierre, Montgomery, Munroe, Ramsey, Richmond, Robertson, Rotch, Sessions, Spinola, Williams.

NAYS—Messrs. Colvin, Ferry, Gardiner, Goss, Hammond, Hillhouse, J. M. Murphy, P. P. Murphy, Prosser, Truman, and Warner.

The amendment was made, and the bill was forthwith reported to the Senate; when

Mr. Prosser moved to recommit, with instructions to amend so that the Canal Commissioners, after the completion of the Erie, Oswego, and Cayuga and Seneca Canals, may enlarge the locks, if they deem it for the best interests of the State, and provided it can be done within the means appropriated by this bill. This was carried, 23 to 8, as follows:

YEAS—Messrs. Abell, Bell, Connolly, Ferry, Fiero, Gardiner, Goss, Hammond, Hillhouse, Ketcham, Lawrence, McGraw, Manierre, Montgomery, Munroe, J. M. Murphy, P. P. Murphy, Prosser, Sessions, Spinola, Truman, Warner, Williams.

NAYS—Messrs. Blood, Colvin, Grant, Kelly, Lapham, Ramsey, Richmond, Rotch.

The bill was so amended, and finally passed, 17 to 15, as follows:

YEAS—Messrs. Bell, Colvin, Connolly, Ferry, Goss, Hammond, Hillhouse, Kelly, McGraw, Manierre, J. M. Murphy, P. P. Murphy, Prosser, Ramsay, Rotch, Truman, Warner.

NAYS—Messrs. Abell, Blood, Gardiner, Grant, Ketcham, Lapham, Lawrence, Montgomery, Munroe, Richmond, Robertson, Sessions, Spinola, Williams.

A RIVAL TO TAMMANY.

Last evening, Mr. McLeod Murphy introduced into the Senate a bill to incorporate Mozart Hall, or rather the Mozart Hall party under the name of "The National Democratic Hall Association." The incorporators named in the bill are Messrs. Fernando Wood, John H. Brower, William B. Lawrence, jr., Edward I. Hamilton, William Seebach, Patrick Garrick, Gilbert Dean, James T. Souter, Gideon J. Tucker, John Farrell and their associates, who are created a body politic and corporate for the purpose of erecting in the City of New-York a building which, among other things, shall contain a hall of such capacity and dimensions as may be necessary to accommodate the National Democratic party, from all which it is to be inferred that the hall will be very large, or that it is the purpose of this corporation to keep the party conveniently small.

The capital of the Corporation is to consist of such sum as the trustees may determine, not exceeding $300,000, to be divided into shares of $— each, each share to entitle the holder to one vote at the meetings of stockholders; but no stockholder can vote by proxy. (This is good Democratic authority for the passage of the bill, now before the Legislature, to prevent stockholders in railroad companies from voting by proxy, and we may now look with confidence to the Democratic supporters of this bill for assistance in passing the much-needed railroad proxy bill.)

The bill also provides that the said Corporation shall have continual succession, which will probably be amended by striking out the last three letters, so that it will read "continual success," as, in the present state of the "irrepressible conflict," without legislative and material aid, the continual success of the National Democracy may well be questioned.

IMPROVING THE UPPER PART OF THE CITY OF NEW-YORK.

Senator Connolly has introduced a bill entitled

AN ACT to appoint Commissioners for laying out that portion of the City and County of New-York lying north of One-hundred-and-fifty-fifth street; and to change the plan of streets and avenues in that part of the city lying between One-hundred-and-twenty-fifth and One-hundred-and-forty-first streets, east of the Tenth Avenue, and west of a line 50 feet east of the old Kingsbridge Road, and running parallel with said road.

This bill recites that whereas it is found impracticable and ruinous to land-owners, and injurious to the best interests of the city, to lay out streets and avenues within the limits described in the title to this bill, upon the present plan of the city, at right angles and in blocks of uniform size, on account of the elevated, irregular, and rocky formation of that district, therefore James C. Willet, John A. Haven, Isaac P. Martin, Isaac Dyckman, Charles M. Connolly, John F. Seaman, and Henry H. Elliott, are hereby appointed Commissioners of Streets in all that part of the city before mentioned. The Commissioners are to possess exclusive power to lay out streets, roads, avenues, and public squares, of such width, extent, direction, and grades as they shall think proper; but they shall not close up Tenth avenue or the old or new Kingsbridge Road or the Bloomingdale Road, but may straighten or widen them.

The Commissioners are required to prepare three maps of the streets, avenues, and public squares, which they may survey and lay out, and of the grades thereof, and of the shores bounding the land surveyed, to be made upon an extensive scale, accompanied by such field notes and elucidatory remarks as the nature of the subject may require, one of which maps shall be filed with the Secretary of State, to remain on record, one with the County Clerk, and the other to be lodged in the city. The Commissioners are also required to erect suitable monuments to denote the courses of streets, avenues, &c., and take the elevations and depressions of the several intersections of streets above high water mark, and delineate them, together with the grades and all such hills, valleys, inlets, and water-courses as may be necessary, on said maps, to render the same explicit and intelligible.

No Commissioner is permitted to deal in any real estate, within the boundary already described, during his term of office. The Commissioners are to receive no pay for their services, but all necessary expenses are to be paid by county tax. The acts of the Commissioners in laying out streets, &c., are to be final, and no street, road, avenue, or public square can be legally opened or worked except in accordance with the plans of the Commissioners. And no street shall be opened except by consent of the owners of a majority of the lands in lineal feet fronting on such street. The owners of property may, if they so elect, do the work of opening streets through such property, instead of having it done by the city authorities. Provision is made for the payment of lands taken for streets, squares, &c., but the entire expense of opening any street, including payment for lands, shall not exceed $1,000 per mile.

The streets from and including One-hundred-and-thirtieth street to and including One-hundred-and-thirty-fourth street, from the easterly side of Tenth avenue to the westerly side of Ninth avenue, and also so much of the Ninth avenue as extends from the northerly side of One-hundred-and-twenty-ninth street to the southerly side of One-hundred-and-thirty-fifth street, are hereby closed; and the said Commissioners shall lay out a new avenue of 100 feet in width, to be called Ninth avenue, which shall commence on its westerly side at a point on the northerly side of One-hundred-and-twenty-fifth street, as near to the corner of the present Ninth avenue and One-hundred-and-twenty-fifth street as to the Commissioners, or a majority of them, shall be deemed advisable, and shall run thence north easterly until the easterly side thereof shall intersect the south-easterly corner of One-hundred-and-twenty-sixth street and the old Kingsbridge road, and shall then mainly follow, as near as may be, the course of such last-mentioned road in such manner as to terminate on the westerly side of such new avenue at the south-east corner of the Ninth avenue and One-hundred-and-fortieth street, and on the easterly side of such new avenue at the south-easterly corner of Ninth avenue and One-hundred-and-forty-first street.

NEW CITY HALL.

Mr. McLeod Murphy has introduced into the Senate a bill to amend the act of 1858, for the erection of a new City Hall in New-York, which provides for the erection of a City Hall in Madison square, at an expense not exceeding $3,000,000, and of suitable dimensions to accommodate the entire business of the Government of the City and County of New-York. The Commissioners are to receive such compensation as the Board of Supervisors may determine, not exceeding $10 per day.

Section 2 is so amended as to read as follows:

The said commissioner shall have power to decide upon the plans and specifications, to advertise for and receive proposals, to make contracts, and to do all things necessary to the completion of the said building in such manner as shall, in their judgment, be best calculated to conduce to the due and convenient administration of the government of the said city and county, and for the preservation of the public records therein.

The 4th Section is so amended as to require the Controller to raise, by the issue of city bonds, redeemable in 1885, $500,000 for the first year, $1,000,000 for the second, and $1,500,000 for the third, making $3,000,000 in all.

Among the bills read a third time, and passed in the Senate to-day was the one to prevent frauds in the sale of tickets upon steamboats, steamships, and other vessels, receiving only two negative votes, Messrs. McLeod Murphy and Spinola.

A PROTEST.

Mr. Bell rose in his place to a question of privilege, and asked that a protest which he sent up be read by the Clerk, and be entered at length upon the journal. The Senate refused the reading of the protest by the following vote—9 to 18:

YEAS—Messrs. Abell, Bell, Connolly, Gardiner, Goss, Montgomery, Munroe, P. P. Murphy, Williams.

NAYS—Messrs. Blood, Colvin, Fiero, Grant, Hammond, Hillhouse, Ketcham, Lapham, Lawrence, McGraw, Ramsey, Richmond, Robertson, Rotch, Sessions, Spinola, Truman, Warner.

As the public may desire to see what it was that the Senate were so unwilling to hear, I send a copy of the paper, which was in the following words:

We, the undersigned, Senators of the State of New-York, deeming it a duty which we owe to ourselves, to the citizens of the City of New-York, and to the people at large, do hereby enter our solemn protest against the party and the undignified manner in which a majority of this Senate summarily disposed of the bill entitled an act to authorize the construction of a railroad in Seventh avenue, and other streets and avenues in the City of New-York, for the following reasons, namely:

1. Many Senators have no knowledge of the individuals therein named as corporators, nor has the majority of the Senate condescended to inform us from their own knowledge of their business character or ability.

2. We are of opinion that the rights of property-owners omnibus lines, and the people generally, are not sufficiently guarded and protected in this bill. That this class of citizens have a right to expect, and it is the duty of this Senate to extend equal justice and protection to them.

3. We are informed, and we believe, that the franchises granted by this bill to these corporators are worth millions of dollars, for which provisions should be inserted in this charter, compelling them to charge and receive only such rates of passenger fare upon this said road as will yield a reasonable net income on the capital thus invested. If authorized to charge five cents fare, they should, after dividing fifteen per cent per annum of their net earnings, be compelled to divide the balance equally between the City of New-York and the State of New-York, to be applied to the support of the deaf, and dumb, and blind.

Having been denied the information sought, and not permitted time or opportunity to obtain a fair expression, by a direct vote of the Senate on amendments which are offered containing substantially the above-mentioned provisions, within the short space of a few minutes after the bill was first introduced for the consideration of the Senate, it went through the form of going through the Committee of the Whole, and we were obliged to submit to the unprecedented order of the Senate that this bill shall have a third reading at a given hour, without amendment or debate.

We now avail ourselves of the last resort in such cases provided, and firmly but respectfully protest against the recurrence of such hasty and undignified legislation upon measures of such vast importance, and ask that this paper may be entered on the journal of the Senate. JAMES A. BELL,

Senate Chamber, March 8, 1860. PETER P. MURPHY.

AN OLD STORY RETOLD.

Mr. Grant rose to a question of privilege, and denounced *The N. Y. Herald* as all sorts of a liar for publishing a statement of its Albany correspondent that certain Senators named (Mr. Grant among them) held a caucus at George Law's room in the Delavan House, where the bill was concocted. Messrs. Fiero, Warner, Ramsey, and Blood also denied the soft impeachment. There was talk around the circle of excluding the correspondent of *The Herald* from the Senate Chamber, but I presume no such cruel punishment will be inflicted.

BURNING OF THE MARINE HOSPITAL.

The bill for ascertaining and collecting the damage caused by the destruction of the Marine Hospitals, and other property at Quarantine, was amended in the Senate to-day, by adding one more Commissioner, to be appointed by the County Judge of Richmond County, who shall not be a resident of Richmond County, and who shall have no interests in that County. The bill was also amended, so that a majority of the Committee may make an award. The bill was ordered to a third reading.

CITY RAILROADS.

The Gridiron Railroad bill from the Senate was referred to the Committee on Cities and Villages in the Assembly to-day, which Committee will most likely report against it, as that Committee has already reported favorably on bills which conflict with this both in the matter of routes and corporators.

TOLLING RAILROADS.

The bill to toll railroads, when it came up for final reading in the Assembly to-day, was discussed at length, recommitted, and so amended that nobody seemed to understand it, when it was ordered to be printed as amended, and will be taken up again this evening.

MARINE AFFAIRS.

LOSS OF THE BRITISH BRIG MYRTLE.

The brig Myrtle (British, of Montreal), Capt. Vigneau, 19 days from St. John's, P. R., with a cargo of sugar and molasses, bound to St. John's, N. F., was sunk at sea, March 2, in lat. 42, long. 61, by collision with ship Devonshire (arrived at this port yesterday from London). The captain and crew, 9 in all, were saved with nothing but what they stood in, and arrived here in the Devonshire. The Myrtle was four years old, owned by Benjamin Vigneau of Montreal, and insured in St. John's, N. F.

The steam-tug Achilles, and wrecking-schooners Norma and Ringgold, with a full gang of men, left last evening to the assistance of the ship De Witt Clinton, ashore near Squan.

FIRE IN POKEEPSIE.—A fire was discovered yesterday morning in the large carriage manufactory occupied by Sherman & Dean, in Pokeepsie, which soon communicated to the frame building used as a blacksmith shop by Clement Clark, and thence to another, occupied in part by S. Shields & Co., as a news office, in the rear, by Wm. Shields as a paint shop. It also spread to the east and attacked the Engine House of Engine No. 2, and Booth Hose No. 2. There being a high wind, little could be done. The loss of Sherman & Dean was about $15,000, partially insured; of C. Clark, about $1,000; of S. Shields, about $150; of W. Shields, $250; the loss to the corporation, $2,000, insured; but in what companies we could not learn.

BROOKLYN ITEMS.

CONVICTED OF BIGAMY.—The trial of Dr. Richard M. Smith, on an indictment for bigamy, was concluded in the Court of Sessions yesterday, and resulted in a verdict of guilty by the jury, after a few minutes' deliberation. The prisoner was arraigned for sentence; and, in answer to the usual questions, said he was born in Smithtown, L. I., was about forty years of age, and had no mechanical trade. He appealed to the Court for leniency, as in marrying his second wife he did not mean to do wrong; that his first wife had abandoned him, and he did not deem it necessary to obtain a divorce. The judge remarked that the circumstances divulged on the trial wou'd not warrant leniency on the part of the Court; and thereupon sentenced him to the State Prison for four years and six months.

GRAIN ROBBERS.—The Atlantic stores, near Red Hook Point, from their close proximity to the water, and their exposed situation, have for many years suffered severely from the depredations of river pirates, who have from time to time stolen thousands of dollars' worth of goods stored therein, or on board of canal boats and lighters in the basin. The police of the Third Precinct have long been cognizant of the organization of a gang of desperate thieves, who have preyed upon the stores and vessels lying there, and whose success has resulted in the accumulation of quite a handsome property.

Their operations have been carried on boldly, and apparently without fear of detection. These thieves confine themselves to the pur oining of grain where they can do so—as, after the bags are removed, it is almost impossible to identify their contents. Sugar in large quantities is often taken, as well as other goods in bulk, which are speedily transferred from their original packages, and then, by means of "fences" disposed of. Probably the boldest of these operators is one John Minch, alias Buffalo Jack, who has frequently been in the custody of the officers, and has now been arrested again, on a charge of stealing about eight hundred bushels of grain from a canal-boat at the Atlantic Basin.

Minch has managed to escape punishment, except on one occasion, when he was sent to the Penitentiary for a few months, and has become so bold in his operations as to defy the interference of the officers. He has dealt in grain and sugar so long as to be perfectly familiar with the most expeditious manner in which a vessel can be robbed; and when once the stolen property is on board his lighter, he defies the officers to detect him. He will swear that he purchased the goods, and, if necessary, bring witnesses to prove it. In the present instance, other parties are implicated with him, and if pertinance he should be convicted, he should have an opportunity to become perfectly familiar with the interior of Sing Sing.

CORONER'S INQUESTS.—Coroner Horton held an inquest upon the body of Timothy Shay, who was drowned by the capsizing of a small-boat at the foot of Congress street, some three months since. The body was found within a few yards of the place where the accident happened.

The body of an infant, apparently about two weeks old, was found in a vacant lot on the corner of Rapelyea and Hicks streets, on Thursday night last. It is supposed to have been strangled. The parentage could not be ascertained.

BROOKLYN CITY COURT CALENDAR.—The City Court will be opened on Monday, but the Calendar will not be called until the Wednesday following, when the first twenty causes will be taken up.

KINGS COUNTY CIRCUIT COURT CALENDAR—MARCH 10.—Nos. 40, 41, 59, 62, 76, 80, 81, 84, 85, 88, 90, 91, 92, 93, 95, 96, 97, 98, 100, 101.

NEW-JERSEY ITEMS.

STRIKE OF THE TUNNEL MEN.—Some five or six hundred of the men employed at the Tunnel at Bergen Hill have been on a strike since Monday last. So far they have conducted themselves in a peaceable and quiet manner, so much so, that the fact of their having stopped work is but little known. The difficulty is said to be on account of Mr. Seymour keeping back a month's pay which was due them previous to the last strike. Many of the men have gone to New-York and other places to work, and the only ones remaining are those having families there. The men express their determination to conduct themselves peaceably and quiet.

FROM HAVANA.—The U. S. Mail steamship Quaker City, R. W. Shufeldt, commander, arrived from Havana yesterday morning at 2 p. m., having left that port on Monday last at 4¼ p. m., arriving in four days and twenty-one hours, being the quickest passage during this season. The weather during the voyage had been quite pleasant up to 10½ a. m. of the 8th, when a north-east snow-storm set in, with a very heavy sea, breaking away about 9 a. m of the 9th; 10 a. m., three miles south of Squan Beach, saw a large ship ashore, lying head to the S., evidently a London or Liverpool packet bound in, as a number of passengers were seen on board, and parties upon the beach were preparing to go off to assist in landing the passengers; and, from her lying comfortably on the beach, with little sea, there will be no difficulty. The ship had painted ports, with mainmast gone to the rail, main and mizzen topsails set, and had probably gone on shore during the snow-storm of last night. Spoke steam tug-boat Jacob Bell, sending her to give assistance.

The Quaker City arrived out at Havana on her last passage of the 25th ult. at 9 a. m. of the 1st., in nine days and nineteen hours, meeting the steamers Cahawba for New-York and Habana for New-Orleans in port, both leaving the same afternoon at 3 p. m.

The steamer De Soto from New-York Feb. 27, arrived out at 3 p. m. of the 3d inst., in five days and three hours, sailing for New-Orleans the next morning at 12 m. U. S. steamer Crusader, Maffit commander, entered the port of Havana at 12½ a. m. of the 5th, all well, from a cruise to the eastward, to leave on the 6th for the westward of the island.

The few days prior to the sailing of the Quaker City were occupied by celebrating the taking of Tetuan and the victories over the Moors, to which was added, on