## UNION BANQUET.

Continued from First Page.

people of the North were to their soldiers and sailors, not merely their leaders but the lonely sentinels, whose only canopy was the heaven above. The men were ever ready to sacrifice their lives for their country and should therefore be duly remembered, they only ask to be led forward, and only contemned the man who called on them to retreat, as they had shown by the manner in which they cast their votes against the "great retreater of the age." [Loud cheers.] He then referred to the services of the navy; and, speaking of the capture of the Florida amid loud cheers, declared that Brazil, being a weak power, the matter might be settled in accordance with the principles of international law; but had it been England or France it would have been a fit opportunity for saying that cowardice should no longer rule their diplomacy. [Cheers.]

Gen. HIRAM WALBRIDGE also responded to the same toast and was received with three cheers, and as a practical suggestion said that it was fitting the property of the Rebel chiefs should be confiscated for the benefit of the soldiers. Another suggestion was that a bill should be introduced into Congress for turning the mercantile marine into a militia navy so that in any part of the world if an indignity was offered the American flag then any American merchant Captain on the spot might unroll the Stars and Stripes and, having his commission in his pocket as a naval officer, proceed to redress that indignity on the spot. He then referred, amid loud applause, to the Monroe Doctrine, which he wished to see upheld, though it might not be advisable to press that doctrine now.

THEODORE TILTON, who was introduced by the chairman as a member of the Church Militant, then rose to respond to the last toast—

M. WOMAN.—Other lands are proud of having given one Florence Nightingale to bless our common humanity. It is our joy and pride to know that every camp and hospital has more than one angel whispering the words of mercy to the heart of the sick, wounded and dying American soldier, and said it was hardly fair to subject him to speak for none on whose tongue alone was it to speak for herself. Mr. Tilton proceeded at some length with a speech replete with humor and eloquence, which was most attentively listened to throughout, notwithstanding the lateness of the hour, and which was rewarded with three cheers for "Tilton."

The party then broke up at 1:40 this morning.

The brilliant success of this banquet is due to the untiring exertions of the Committee of the Club, consisting of the following gentlemen: Henry G. Leask, William Buckley, Adolphus Booth, Wm. H. McKinney, David B. Daire, George B. Van Brunt, Henry A. Smith, Thomas Outwater and John R. Lawrence.

The letters and sentiments referred to by the President are as follows:

FROM WALDO W. POTTER.

SARATOGA SPRINGS, Nov. 22, 1864.

*Hon.* CHARLES S. SPENCER, *and others, Committee, &c.*

GENTLEMEN: Your invitation to be present at the Metropolitan Hotel, on Thanksgiving Eve, to partake of a dinner to be given by the "Central Union Lincoln and Johnson Campaign Club of the City of New-York," in honor of the Union triumph at the late election, is received. I regret that circumstances beyond my control will prevent my participation in the festivities of that occasion. But I shall be with you in spirit, though not in person. I think that every loyal man has a right to rejoice over the result of the late election. The verdict of the American people considering all the circumstances under which it was rendered, is one of the most sublime facts in human history. At least eight out of every ten of our native-born electors cast their ballots for Lincoln and Johnson. What a splendid tribute is this to American intelligence and American courage! Nearly an entire people, after suffering the calamities of a war of unexampled magnitude, calmly devoting their substance and their lives to the maintenance of their Nationality!

In striking contrast with this superb display of the national spirit, was the action of too large a portion of our adopted fellow-citizens. Their attitude, as presented by their votes, (if we except a fair number of liberty-loving Germans,) is one of hostility to the war, and indifference to American unity and renown. This fact is suggestive of a duty, which, in view of present and future dangers, cannot be ignored; and I close with this sentiment for your Jubilee:

*The Ballot-Box*—The real bulwark of our free institutions. Let none approach it until they understand our system of government, and have become thoroughly imbued with the sentiment of American Nationality.

Yours, very truly,
WALDO M. POTTER.

FROM H. PAULDING.

NAVY-YARD, New-York, Nov. 20, 1864.

MY DEAR SIR: I would have replied to your very courteous and acceptable note at an earlier date, but the pressure of official duties drives everything out of my head or ties my hands.

I have felt it necessary to decline the cordial and very kind invitation, so pleasantly conveyed with your note, as my duty here is paramount to everything else. I am not the less one of your fraternity. My head and heart are fully devoted to our sacred cause, and I should be most happy to meet and congratulate our Governor elect, in whose success I rejoice with all my heart.

In much haste, I am, very respectfully and truly, yours,
H. PAULDING.

C. S. SPENCER, esq., No. 339 Broadway, New-York.

FROM IRA HARRIS.

ALBANY, Nov. 21, 1864.

MY DEAR SIR: I have received your invitation, on behalf of the Lincoln and Johnson Campaign Club of the City of New-York, to be present at a dinner given in honor of the Union triumph at the late election, on Wednesday evening the 23d inst. I thank you for this cordial invitation. It would give me great pleasure to meet such friends as will be found there upon an occasion so full of interest. But my engagements here demand every hour of my time until I shall be obliged to leave, in order to be present at the opening of the session of Congress.

The event you are to celebrate is full of patriotic inspiration. I think the 8th of November, 1864 will be the most memorable day in American history. What a sublime spectacle the people of the United States on that day presented to the world. How glorious they met the great crisis before them, and thus decided, for ages, the destiny of our nation. What a triumphant vindication of the capacity of an enlightened people for self-government; what dismay the decisions of that day must carry into the very heart of the Rebellion; how it must extinguish their further hope of further aid and comfort from the North. And then, what a demonstration to the whole world of the unalterable determination of the American people to preserve their country unbroken and undivided at whatever cost or sacrifice, and of their conscious ability to do so.

You do well to celebrate. I trust all your anticipations may be fully realized, and that the occasion will be long and pleasantly remembered by all who may be so fortunate as to enjoy it. Yours sincerely,
IRA HARRIS.

CHARLES S. SPENCER, esq., President, &c.

FROM LYMAN TREMAIN.

ALBANY, Nov. 22, 1864.

C. S. SPENCER.—*Dear Sir:* I regret to inform you that an illness which has confined me to my house for ten days, will prevent my attendance at your Jubilee tomorrow evening. Nothing less imperative would keep me away. If volunteer toasts are in order, I would furnish the following, viz:

*The Great Political Victory of 1864.*—By it the people nobly vindicated their own manhood, saved the nation from a dishonorable surrender to its foes in arms, and nipped in the bud the crop of Democratic "Marrowfats."

Yours truly,
LYMAN TREMAIN.

FROM W. C. BRYANT.

NEW-YORK, Wednesday Morning, Nov. 23, 1864.

MY DEAR SIR: I have only just now received the letter inviting me to be present at the banquet of the Lincoln Club this evening. I regret that other engagements render it impossible for me to attend, but I am glad to learn that it is intended to celebrate the result of our late election in a manner worthy of a result so grandly decisive, and so honorable to the people of our country. I am, sir, very respectfully, yours,
W. C. BRYANT.

CHAS. S. SPENCER, esq., President of the Lincoln Club.

FROM ANTHONY J. BLEECKER.

NEW-YORK, Nov. 22, 1864.

CHARLES S. SPENCER, esq., *President, &c.*

MY DEAR MR. SPENCER: You do not need to be assured of my regret that I cannot be present with you in your hour of jubilee. To one who has been an humble co-worker with you in many of your days of trial, and who is a faithful witness of your herculean labors in the cause of truth and loyalty, the privation is a sore one; but I have a domestic grief that deprives me of the privilege of partaking of your festivities. I have just laid my first born on the altar of his country, and with a heart in mourning would be a sorry guest among those who have a right to be joyful.

That I am sincerely thankful for God's mercies both to me and to my country (notwithstanding my individual affliction) you will never doubt.

If it would not be obtrusive or presumptuous, I would suggest a sentiment for the evening:

THE GLORIOUS VICTORY OF THE 8TH OF NOVEMBER.
"Rebellion in this land shall lo s its sway,
Meeting the check of such another day:
And since this business so fair is done,
Let us not leave till all our own be won."

Faithfully yours, ANTHONY J. BLEECKER.

FROM EDWARD BATES.

ATTORNEY GENERAL'S OFFICE,
WASHINGTON, Tuesday, Nov. 22, 1864.

*To* CHARLES S. SPENCER, esq., *President of the Lincoln & Johnson Club, New-York.*

SIR: This moment, I have the honor to receive your invitation to dine with your Club, at the Metropolitan Hotel, on Wednesday the 23d inst., "in honor of the Union triumph at the late election." And, (by way of whetting my intellectual as well as gastronomic appetite) you inform me, that if there, I "will meet many of the most eloquent and distinguished Union men, from different parts of the country."

Now Sir, it is hardly fair to multiply such temptations upon a man of my model and my engagements. For, in the way of ministering to all the physical comforts of man, what cannot "the Lelands do, when they try their best! And who can measure the mental and moral enjoyments of an evening spent in the society of many of the most eloquent men of the country.

But, I must brace myself to the occasion, call up all my moral courage and power of self-denial, to forego the pleasures so temptingly spread before me.

In fact, I am very busy just now, picking up the chips and remnants of my official work, in order that my office (very soon to be vacated) may be swept and garnished, for my successor.

If I were with you Sir, I would rejoice as heartily as any man in the company, over the national verdict lately pronounced. The lovers of legal liberty, around the world, have great cause to rejoice; for I confidently hope and believe, that, throughout the nation that righteous verdict will tend to the speedy restoration of peace and order and law.

Very respectfully, Sir, your obedient servant,
EDWARD BATES.

FROM WM. H. SEWARD.

DEPARTMENT OF STATE, WASHINGTON, Nov. 21, 1864.

*To the Committee of the Central Union Lincoln Club.*

GENTLEMEN: I thank you with all my heart for remembering me in connection with the Thanksgiving feast you have ordered in honor of the success of the Union cause. I know well with what patriotic zeal and devotion the members of your association labored to secure that triumph, and I think the American People have already accepted the conviction that the success of the Administration was essential to the salvation of our country. I should be happy therefore to join you in your celebration, but the condition of public business forbids the indulgence. Let us now forget whatever was irritating in the conflict, make just allowances for unavoidable mistrust and constitutional differences of opinion, and so secure that popular unanimity in the national cause, without which armies and statesmanship, by whomsoever directed, must prove comparatively ineffectual.

With the pleasing memory of the ancient and sincere friendship which has existed between each individual member of your association and myself, I remain, Gentlemen, your faithful and obedient servant,
WILLIAM H. SEWARD.

FROM J. P. USHER.

DEPT. OF THE INTERIOR, WASHINGTON, D. C.,
Tuesday, Nov. 22, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th inst., inviting me to a dinner to be given on the 23d inst., at the Metropolitan Hotel, New-York, by the Lincoln and Johnson Campaign Club, in honor of the Union triumph at the late election.

I regret that my public duties compel me to forego the pleasure of participating with our friends on that interesting occasion.

The Presidential election of 1864 will, in all coming time, be regarded as one of the most memorable events of the 19th century. It took place in the midst of a civil convulsion without a parallel in the history of nations. The questions submitted to the verdict of the people were not of temporary interest or expediency, such as, on previous occasions, have arrayed our country men in opposing parties, but they involved the perpetuity of free institutions on this continent. It is decided that the Union shall be preserved; that all armed resistance to the authority of the Nation shall be suppressed, and that decision is a subject of deep satisfaction to all who participated, in behalf of the Union, in the contest.

While the conspicuous action taken by the Lincoln and Johnson Campaign Club, in effecting the result which they meet to honor, will forever be a source of profound satisfaction to its members, they will not forget that the President of their choice must be sustained by their sympathies and active cooperation in his efforts to suppress the Rebellion and restore peace and tranquility to the Nation (with equal rights to all) so ardently desired by all true Union men, and by none more than by the President.

The subjoined sentiment is proposed for the occasion, which you will do me the honor to present to the company, viz:

*The Presidential Election of 1864*—Its results will be hailed with joy by the friends of freedom and humanity throughout the world.

Very respectfully, your obedient servant,
J. P. USHER.

CHARLES S. SPENCER, esq., President of the Central Union Lincoln and Johnson Campaign Club, New-York City.

TELEGRAPH DISPATCH FROM GOV. FENTON.

JAMESTOWN, Wednesday, Nov. 23, 1864.

CHAS. S. SPENCER, No. 339 Broadway. Arrived here too late to send letter by mail. Regret that I cannot be with you, but trust the disappointment will not mar the success or pleasure of the occasion.

R. E. FENTON.

## Lecture on the Necessity and Object of the Catholic Reformatory of New-York.

The Hall of the Cooper Union was filled with a respectable audience, last evening, largely composed of ladies, gathered to listen to a lecture by Professor S. Silliman Ives, LL.D., on the "Necessity and Object of the Catholic Reformatory of New-York." The stage was appropriately decorated with the Stars and Stripes, the Irish flag, and the banner of Father Matthew, and was occupied by a number of clergymen and eminent laymen of New-York, among whom we noticed the Revs. Fathers Quinn, Starrs, McNierney, Jno. McKeon, Chas. O'Connor, Judges White, Dowling, Barnard and Daly. The great attraction, of course, was the presence of the Most Reverend Archbishop McCloskey, his appearance on the platform with the lecturer being the signal for an outburst of hearty and long-continued applause.

The Archbishop, after disclaiming any intention of making a speech, expressed his pleasure at the fact that his first public appearance was in connection with an appeal for so noble an institution as the Catholic Reformatory. He had visited both the institutions that had been established, one for girls and the other for boys, under the care of the Sisters of Charity and the Christian Brothers, and was delighted with the evident good they were doing; but they were cramped for want of larger buildings and grounds. If the generosity of the Catholics of New-York would furnish these, the Catholic Reformatory would be immensely strengthened for good and it would rank among the first of the charitable institutions of the City. He then introduced to the meeting

Professor IVES, who said that the Society he represented—the Society for the Protection of Roman Catholic Children—had been established 18 years, during which its services had been invaluable in preserving within the folds of the Church many hundreds of destitute children. The Professor then adverted to the want of reverence exhibited by most children now-a-days, and asking how such a state of things came to pass, ascribed it to a want of a distinctive religious education in the common schools, and said that Plato and Aristotle taught as pure a morality as was taught by the neutral system in our common schools, which was flooding the land with infidelity and corruption. He then dwelt at some length upon the necessity of a religious education, as given by Catholics in the Reformatory, and defended them from the charge of proselyting. The inmates of the Reformatory have the advantage not only of an intellectual and religious training, but also were taught a variety of trades, the system of apprenticing not having proved as successful as might have been desired. The late sainted Archbishop just before his death had been able by legislative enactment to obtain the control for the Church of destitute and criminal children of her own faith, and charter of the institution provided for three classes, 1st, those placed in the Reformatory by their parents, 2d, children sentenced by the magistrates, and 3d, those placed under the care of the Institution by the Commissioners of charities and corrections. At present the Reformatory could only accommodate children of the second class, and though at present out of debt its funds were nearly exhausted and yet they were in such pressing need of appropriate buildings. In what way were these to be obtained? First by the generous contributions of the Catholic laity, and second they hoped for help from the State. They thought it was only reasonable to expect this when the Protestant Juvenile Asylum was receiving $400 per head for each child under its care, and when they considered it was to be easily proved that the city taxes had already been lessened $25,000 by their efforts. But whatever the duty of the State, that of Catholics was plain and could not be evaded. The lecturer then concluded by an earnest appeal to the generosity of his audience and expressed his full confidence in the response they would make in support of such an object, one so well worthy the countenance and aid of all good men.

The meeting then dispersed.

## How the Soldiers Vote.

Correspondence of The N. Y. Tribune.

HDQRS. 1ST ALABAMA CAVALRY,
ROME, Ga., Thursday, Nov. 10, 1864.

The following is the result of the vote of the officers and enlisted men of the 1st Regiment Alabama Cavalry Volunteers, to ascertain their choice of the candidates for President of the United States:

| | *Lincoln.* | *McClellan.* |
|---|---|---|
| Field and Staff | 19 | 3 |
| Co. A | 61 | 1 |
| Co. B | 45 | 12 |
| Co. C | 21 | 4 |
| Co. D | 38 | 11 |
| Co. E | 39 | .. |
| Co. F | 21 | .. |
| Co. G | 37 | .. |
| Co. H | Absent on recruiting service. | |
| Co. I | 23 | .. |
| Co. K | 45 | .. |
| Co. L | Absent on recruiting service. | |
| Co. M | 29 | 4 |
| Total | 383 | 24 |

## Naval Intelligence.

The case of the United States against John Mitchell, Master Block-maker at the Brooklyn Navy Yard, charged with employing and harboring two deserters from the army was tried yesterday before Commissioner Betts. George M. Coleman and John Cardona, appeared as witnesses on behalf of the Government and testified that William Smith and John Chisme deserted from the 14th Regiment N. Y. Volunteers on the 26th of July, 1863; that previous to their enlistment in the army they were employed by Mitchell at the Navy Yard, and after deserting from it they were again employed by him, he knowing them to be deserters at the time. The trial was adjourned until Monday next, when the summing up will take place.

# THE NEXT SESSION OF CONGRESS.

## BILLS PENDING.

### Public Bills and Joint Resolutions

WHICH PASSED THE SENATE AND WERE PENDING IN THE HOUSE OF REPRESENTATIVES AT THE CLOSE OF THE LAST SESSION OF CONGRESS.

[Prepared by WM. J. MCDONALD, principal clerk in the office of the Secretary of the United States Senate.]

A bill granting lands to the State of Oregon, to aid in the construction of a military road from the Dalles of Columbia River to a point at or near the mouth of Owyee River.

A bill to prevent officers of the Army and Navy, and other persons engaged in the military and naval service of the United States from interfering in elections in the States.

A bill to amend the act incorporating the Washington Gaslight Company.

A bill to quiet titles in favor of parties in actual possession of lands situated in the District of Columbia.

A bill to provide for the consolidation of certain Surveyor-Generals districts.

A bill to encourage immigration.

A bill to extend the time within which the States may select their swamp lands.

A bill providing for the purchase of a steam fire-engine.

A bill further to amend an act entitled "An Act for the collection of direct taxes in the insurrectionary districts within the United States, and for other purposes," approved June 7, 1862.

A bill to extend the eighth section of an act entitled "An Act to appropriate the proceeds of the sales of all the public lands, and to grant preemption rights."

A bill to authorize the Postmaster-General to contract with the Overland Mail Company for the carrying of the mails.

A bill making a grant of lands to the State of Iowa, to aid in the construction of a railroad from McGregor to some point on the Missouri River, and certain lateral roads to connect with the railroads in the State of Minnesota.

A bill to establish a bureau of freedmen's affairs.

A bill for the relief of certain friendly Indians of the Sioux Nation, in Minnesota.

A bill granting to the State of Wisconsin a donation of public land, to aid in the construction of a ship canal at the head of Sturgeon Bay, in the County of Door, in said State, to connect the waters of Green Bay with Lake Michigan, in said State.

A bill in relation to the salary of the United States agent for the Indians near Green Bay.

A bill to prohibit the discharge of persons from liability to military duty by reason of the payment of money, and for other purposes.

A bill for the protection of Commerce and the improvement of Navigation.

A bill to amend the act incorporating the Washington Gaslight Company, and for other purposes.

Joint resolution submitting to the Legislatures of the several States a proposition to amend the Constitution of the United States.

Joint resolution relative to a certain grant of land for railroad purposes, made to the Territory of Minnesota in the year 1857.

Joint resolution to extend the time for the reversion to the United States of the lands granted by Congress to aid in the construction of a railroad from Pierre Marquette to Flint, and for the completion of said road.

Joint resolution providing for the appointment of a commission upon the subject of raising revenue by taxation.

### Private Bills and Joint Resolutions

WHICH PASSED THE SENATE, AND WERE PENDING IN THE HOUSE OF REPRESENTATIVES AT THE CLOSE OF THE LAST SESSION OF CONGRESS.

A bill granting a pension to Ellen M. Whipple, widow of the late Major-General Amiel W. Whipple, of the United States army.

A bill granting a pension to the widow of the late Major General Enoch O. Perry.

A bill for the relief of Henry P. Blanchard.

A bill for the relief of Albert Brown.

A bill for the relief of the heirs of Almond D. Fish, deceased.

A bill for the relief of Mary A. Baker, widow of Brigadier-General Edward D. Baker.

A bill for the relief of Charles F. Anderson.

A bill for the relief of Louis Roberts.

A bill for the relief of George A. Schreiner.

A bill for the relief of Daniel Fitzgerald and Jonathan Ball.

A bill for the relief of John T. Jones, an Ottawa Indian, for depredations committed by white persons upon his property in Kansas Territory.

A bill for the relief of John Hastings, collector of the port of Pittsburg.

A bill to amend an act for the relief of Solomon Wadsworth.

A bill for the relief of Charles A. Hitchborn.

A bill to change the name of the steamboat Magnet, of Buffalo, to Rome.

A bill for the relief of William H. Jameson, a paymaster in the U. S. Army.

A bill for the relief of Elphalet Brown, Jr., artist in the Japan expedition.

A bill for the relief of Charles A. Pitcher.

Joint resolution for the relief of Charles A. Pitcher.

Joint resolution for the relief of Garret B. Barry, a paymaster in the U. S. Navy.

Joint resolution for the relief of the contractors for the machinery of the side wheel gunboats known as "double-enders."

### Public Bills and Joint Resolutions

WHICH PASSED THE HOUSE OF REPRESENTATIVES, AND WERE PENDING IN THE SENATE AT THE CLOSE OF THE LAST SESSION OF CONGRESS.

A bill to reimburse the State of Pennsylvania for expenses in calling out the militia of said State during the recent invasion.

A bill to secure the speedy transportation of the mails.

A bill to facilitate proceedings in admiralty and other judicial proceedings in the port of New-York, and for other purposes.

A bill to incorporate the Baltimore and Washington Depot and Potomac Ferry Railroad Company.

A bill to regulate the dismissal of officers in the military and naval service.

A bill for the benefit and better management of the Indians.

A bill for the benefit of half breeds and mixed bloods of the Winnebago tribe of Indians.

A bill to aid in the protection of emigrants to the Territories.

A bill to facilitate the payment of bounties and arrears of pay due for the services of wounded and deceased soldiers.

A bill to extinguish the Indian title to lands in the Territory of Utah, suitable for agricultural and mineral purposes.

A bill to provide for the voluntary enlistment of any persons residents of certain States into the regiments of other States.

A bill in relation to the computation of the time within which an indictment may be found against persons charged with crimes against the laws of the United States.

A bill to secure to persons in the military or naval service of the United States homesteads on confiscated or forfeited estates in insurrectionary districts.

A bill to amend the sixteenth section of the act entitled "An act to define the pay and emoluments of certain officers of the army, and for other purposes," approved July 17, 1862.

A bill to prevent the selling and circulation of counterfeit coin, and of counterfeit and altered Treasury notes and postal currency bills.

A bill to amend an act entitled "An act prescribing the times and places for holding terms of the Circuit Court for the districts of Iowa, Minnesota and Kansas," approved January 13, 1863.

A bill to regulate commerce among the several States.

A bill supplementary to an act approved July 14, 1862, entitled, "An act to establish certain post-roads, and for other purposes."

A bill to repeal section two of an act entitled "An act to regulate the foreign coasting trade on the northern, northeastern, and northwestern frontiers of the United States, and for other purposes," approved March 2, 1861.

A bill authorizing and requiring the opening of Sixth-st. west.

A bill to exempt certain vessels therein named from enrollment and license, and from the payment of tunnage duty, and for other purposes.

A bill to authorize a departure from the established method of surveying in certain cases.

A bill providing for the removal of certain stray bands of Indians from the State of Wisconsin.

A bill to abolish the collection districts of Cape Perpetua and Port Oxford.

A bill to amend "An act to extend the charter of the Washington and Alexandria Railroad, and for other purposes," passed March 3, 1863.

A bill to incorporate the National Union Insurance Company of Washington.

A bill to provide for ascertaining and adjusting claims against the Government for injuries or destruction of property by the army of the United States, or by military authority, during the present rebellion.

A bill to regulate the pay of paymasters and military storekeepers of ordnance.

A bill to increase the efficiency of the medical corps of the army.

A bill to regulate the pay, rank and emoluments of veterinary surgeons of cavalry regiments.

A bill to increase the salaries of the judges and arbitrators appointed under the treaty with Great Britain for the suppression of the slave trade.

A bill to facilitate the repayment of depositors at the Assay office at New-York.

A bill to authorize the issuing of patents for certain lands in the town of Stockbridge, State of Wisconsin, and for other purposes.

A bill to amend the act of Congress entitled "An act to grant the right of preemption to certain purchasers on the Soscol Ranch, in the State of California."

Joint resolution to amend a joint resolution explanatory of "An act to suppress insurrection, to punish treason and rebellion, to seize and confiscate the property of Rebels, and for other purposes," approved July 17, 1862.

Joint resolution to construe the third section of an act, approved July 17, 1862, entitled "An act to amend the act calling forth the militia to execute the laws of the Union, suppress insurrection and repel invasions," approved February 28, 1795, and the act amendatory thereof, and for other purposes, so as to provide for the payment of bounties to all classes of troops called out under the provisions of that section.

Joint resolution directing the Secretary of the Interior to pay to the Chippewa, Ottawa, and Potowatomie Indians, residing in Michigan, the sum of one hundred and ninety-two thousand eight hundred dollars.

Joint resolution to enable the Secretary of the Treasury to obtain the title to certain property in Carson City, and Territory of Nevada, for the purposes of a branch mint, located in said place.

Joint resolution to drop from the roll of the army unemployed general officers.

Joint resolution relative to the substitution of monarchical for republican government in Mexico, under European auspices.

Joint resolution amendatory of the joint resolution to increase temporarily the duties on imports. Approved April 29, 1864.

Joint resolution in relation to the distribution of books and documents.

Joint resolution authorizing the President to construct a military railroad from the valley of the Ohio to East Tennessee.

Joint resolution in relation to the treaty of 1817.

Joint resolution as to sewerage and drainage in the city of Washington.

Joint resolution authorizing the Secretary of the Navy to expend a portion of the contingent fund for enlarging the Navy Department.

Joint resolution granting additional compensation to the employés of the two Houses of Congress.

### Private Bills and Joint Resolutions

WHICH PASSED THE HOUSE OF REPRESENTATIVES, AND WERE PENDING IN THE SENATE AT THE CLOSE OF THE LAST SESSION OF CONGRESS.

A bill for the relief of Milo Setliff and Levi H. Case.

A bill for the relief of Isaac R. Diller.

A bill for the relief of Major John A. Whitall, paymaster in the United States Army, on account of lost or stolen vouchers.

A bill for the relief of Chapin Hall.

A bill for the relief of Josiah O. Aymes.

A bill for the relief of Charles Anderson, assignee of John James of Texas.

A bill for the relief of Margaret L. Stevens, widow of General Isaac I. Stevens.

A bill for the relief of Jacob Weber.

A bill granting an invalid pension to Esther P. Fox, widow of Augustus C. Fox.

A bill for the relief of Harriet and Emily W. Norris, widowed sister of the late Commodore Henry W. Norris.

A bill for the relief of the legal representatives of Betsey Nash.

A bill for the relief of the administrator of W. W. Russell, late paymaster in the marine corps.

A bill for the relief of John J. Michie of New-Orleans, Louisiana.

A bill for the relief of George W. Murray.

A bill for the relief of C. T. Johnson of Alabama.

A bill for the relief of Solomon Parsons.

A bill for the relief of Mary Stansbil.

A bill for the relief of Emily A. Lyon.

A bill granting an invalid pension to Wm. Burns of Ohio.

A bill for the relief of Edward Williams.

A bill for the relief of Peter Vevarre.

A bill for the relief of Mary Scales Arcardi.

A bill for the relief of Peter Anderson of the District of Columbia.

A bill for the relief of Solomon Wadsworth.

A bill for the relief of the Wea, Peoria, Kaskaskia, and Piankeshaw Indians of Kansas.

A bill granting a pension to Rebecca Scott, widow of Major John B. Scott, late of the U. S. Army.

A bill to grant a pension of $8 per month to Harris Welsh.

A bill granting a pension to Thomas Booth.

A bill for the relief of the Mercantile Mutual Insurance Company of New-York.

A bill for the relief of George Mowray.

A bill for the relief of Deborah Jones.

A bill for the relief of Mary A. Hyde.

A bill to amend "An act for the relief of Valentine Wehrheim," approved June 12, 1860.

A bill for the relief of Clarissa M. Pott.

A bill for the relief of John Warren & Son.

A bill for the relief of D. McV. Stuart.

A bill for the relief of William Brindle.

A bill for the relief of Frances Munson.

A bill for the relief of Samuel Beaston, master of the schooner George Harris.

A bill for the relief of the heirs-at-law of Colonel Archibald Crary, deceased.

A bill for the relief of George Calvert.

A bill for the relief of James Lindsay.

A bill granting a pension to Eunice Darling.

A bill granting a pension to Joseph Pike.

A bill granting a pension to Rachel Mills, widow of Peter Mills, deceased, late a Major in the United States Army.

A bill for the relief of Frances Patterson.

A bill granting a pension to Elizabeth B. Seppien.

A bill for the relief of Sally C. Northup.

Joint resolution for the relief of Aaron T. Dall.

Joint resolution to refer the case of James H. McCulloh to the Court of Claims.

Joint resolution referring the case of Charles Wilkes to the Court of Claims.

Joint resolution for the relief of A. S. Clark, Postmaster at Harrison, Ohio.

Joint resolution for the relief of Thomas J. Galbraith of Minnesota.

Joint resolution for the adjustment of the claims of J. and G. P. Cobb & Co.

Joint resolution repealing an act entitled "An act for the relief of E. T. and Samuel A. Wood."

Joint resolution for the relief of Peter Wheeler.

Joint resolution for the relief of Captain M. M. Hayes.

Joint resolution for the relief of Gilbert and Gerrish.

## Railway Accidents.

*To the Editor of The N. Y. Tribune.*

SIR: THE TRIBUNE has earned the thanks of the community for its persistent efforts to ascertain the causes, and to suggest means of preventing the frequently recurring accidents on our railroads.

I read attentively your remarks on the recent accident to the New-Haven train, and also the testimony of witnesses before Coroner Ranney in the same case, published in your issue of the 10th October, from and which it appears that there are two parties to the case, each interested to find a different cause of the accident—one party alleging defective rail, and the other party assigning too great speed of a heavy train, with two engines, as the cause of the accident.

This is the latest reported accident, and perhaps the real causes were those indicated—a rail too weak from a defect to sustain the weight of the train at so high speed; but this is only one instance of many, the fruits being as reported, one person killed, many more injured, and the forward cars smashed. A similar casualty occurred last Spring to a Harlem train, by which several persons were injured for life, and three cars smashed; another on the 15th instant on the Shore Line Railroad, Connecticut, causing the death of nine soldiers, the serious injury of fourteen more, and slighter injury of twenty others.

In all these instances, defection or broken rails is the cause assigned.

It is quite natural to attribute such accidents to broken rails or flanges, because such evidences of cause can usually be found among the debris after a smash-up of the kind; but my object in writing this communication is to call attention specially to a radical defect in the structure of railroads generally.

The alleged causes are rather results than causes, or, more strictly, they are secondary causes, and the real or primary causes must be sought further back.

True, a broken rail or defective sleeper, is a sufficient cause of accident; but because of the usually careful inspection of rails, machinery, and track, accidents from these causes alone must be comparatively rare. The condition of the track itself, when completed for use, is such as will in a short time, cause displacement of sleepers, and fracture of rail and axle.

As our roads are now built, the sleepers or cross-ties are placed in position, and the bars are laid upon them end to end, the ends usually resting upon iron chairs.

In laying the rails allowance is necessarily made for the expansion and contraction of the bars, caused by varying temperatures, and the difference in the length of an average rail bar, from its full expansion under the heat of a midsummer sun, and its greatest contraction at night or in Winter, is about a quarter of an inch; hence so much allowance must be made as will only bring the ends of the bars fairly into contact when most expanded. If the allowance be less than this, the rails when expanded will be curved out of line. So that if sufficient pains be taken to lay the end of one bar only as near to that of the next that they shall just meet at midday in Summer, we shall have a space between them of a quarter of an inch at each joint when they are contracted by lower temperatures.

In observing the condition of rails in this respect, I have found the ends in actual contact, and also separated by all spaces up to an inch and a half; and I am informed by a gentleman who has also taken pains to observe, that he has found the bars separated from each other by the space of two inches, actual measurement: and also found bars moved out of position longitudinally so far that the end of the bar was but half an inch from the edge of the supporting chair.

The train, in passing over the track, depresses the sleepers, forcing out dust when the ground is dry, and mud when wet. This constant vibration of the track loosens the spikes, breaks the lower edge of the bars, and also the clamp of the chair, when the latter is made of cast iron, as may be seen by inspecting our roads in daily use.

The sleepers upon which the ends of the bars rest having the support only of that part of the bar which projects beyond the adjacent sleeper, are, by the weight of the passing train, depressed below the average level of the other sleepers, so that the train descends at each joint and rises again as it leaves it, producing a billow like movement of the train.

This depression also increases the space between the bars, and the wheels strike successively the ends of the bars, forcing them apart to the extreme limit of their separation; and if from any cause, such as the concentration into one space of a considerable number of the spaces allowed for expansion, and if in addition to this there has been want of attention to the temperature at the time the bars were laid, and which requires accurate judgment, the space becomes increased until it is too great at some point; the end of the bar is struck the needful blow by the wheel of the advancing train, forced off its chair and bent or broken and the sleeper knocked out of its place. And these results follow with more certainty if the train have a side lurch at one of these loose joints.

These are not all of the evils resulting directly from defective structure. There are some who maintain that the texture of iron is changed by constant concussion, so that a rolled bar which when new is fibrous, will, after a period of use, become crystalline, and hence brittle.

The following extract from a recent newspaper article is to the point:

"Perhaps it may throw some light upon the matter to repeat here what a veteran railway engineer of acknowled skill, said, some six years ago, to a younger brother of the profession. Within ten years, said the engineer, you will hear of frequent and fatal accidents on our American railways.

"They will increase to an extent which will be absolutely appalling. The wood and iron on which the wheels of the trains run, can last but a certain time. At present they are mostly new, and the danger of which I speak does not now exist; but they will continue to look sound to the eye until their texture has been changed by the constant hammering of the heavily-loaded wheels, and then they will suddenly give way. * * * *

The passage of the wheels over the iron rails, is a constant succession of heavy blows. The wheels do not glide smoothly over the track; if they did, they would run without noise; on the contrary, they beat the rail with a violence that keeps the train in a constant jar. The wheel so soon loses its perfect circular form, and the least departure from that form, combined with rapidity of movement, converts it into a hammer."

Now this battering of the wheel surfaces is effected much more rapidly if, instead of a smooth continuous railsurface to roll upon, as the wheels should have, they, on the contrary, at every third revolution, strike the end of a bar, with the full cross section of the bar exposed to the shock. A space of two inches between the bars will allow a car-wheel of ordinary size to descend into the gap about one-tenth of an inch; so that we have in the train a battering ram of immense power, of which the ends of the separated bars sustain the full force of the concussion.

In making inquiry into accidents, our attention is liable to be absorbed in consideration of the more immediate and obvious results, such as displaced sleepers, fractured or bent rails, broken cars and mangled bodies; but if we would investigate the causes of these disasters we are to look a step back of these obvious effects; back of defective rail and sleeper even, and we shall find constitutional defects; find, in the structure of the road itself, active causes for the bending and breaking of rails, for the displacement of sleepers, for the rapid wearing of our wheels out of true, and for the weakening of the rails by the battering they receive from wheels that are themselves battered out of circle by striking the ends of the bars.

In effect, our rail track is a pair of parallel chains with long links, except that the links are not joined together, but lie in detached sections upon the sleepers, with large freedom of movement at the ends.

Assuming that we have a good road bed, good materials, suitable care, &c., the further problem is to build a track which shall have:

1. Sufficient elasticity without much vibratory movement.

2. A continuous surface bearing or "tread," and thus avoid those gaps between the bars, which are so destructive to both rail and rolling stock.

3. Such joining of the bars that they have a continuous sustaining power at the joints equally with the middle of the bars, thus avoiding the principal cause of unequal vibration of the track, namely, the greater depression of the joint sleepers, and consequent plunging of the train.

Can our inventors give us the adequate solution? S.

## Cars which Cannot Run Off the Track.

*To the Editor of The N. Y. Tribune.*

SIR: Public attention is turning at last to railway management, and I desire to offer a practical suggestion.

What are the facts regarding Railroads? What improvements have taken place in the construction of cars as regards safety for life? What inducement—prizes or rewards—have the rich and powerful companies held out to ingenious men to produce radical changes in their construction in points demonstrated to be insufficient in safety; while in whole schemes of mechanic arts, from the war-ship to the plough, there have been constant improvements and even revolutions? Why is it that the car of 1861 remains so unimproved as regards safety?

Inventors allege that no inventions or improvements are adopted by rich corporations, on any other ground than money-economy—as though the economy of human life were not the highest of all savings.

I have seen a description and drawing of a new invention by a mechanician, Mr. Driggs, which, by a radical rearrangement of the mode of supporting and coupling the cars of an entire train, steadies the whole line so as to prevent any individual car from being thrown off the track, at whatever rate of speed, or on curves of whatever radius.

The present mode of supporting the cars on a single center underneath and near the ends is undoubtedly wrong and unphilosophical. It allows so much swinging motion at the slightest curve, or even at an inequality of track, that a high speed causes the car, with all its immense weight, to strike and bump the track from side to side, so that it is no wonder track-rails are broken, but rather that an immensely greater number are not destroyed. Indeed, there is nothing to support the weight of the car except the four or six wheels near each end, by means of a truck centered to the bottom with a large bolt.

This brings the whole weight on that small point, and does not allow an intermediate substance to destroy the sudden effects of shock throughout the car from very slight inequalities of track. And, again, the truck being left wholly free, except the connection at the center-pin, runs from side to side, without any guide save the grinding of the flanges against the track, and thus produces lateral vibration which at a high rate of speed soon wears on the cars and tracks as well as imperiling the passengers.

The improvement I have spoken of is so arranged that the car is supported at the four corners; and the principle of carrying the great weight of cars applied at each corner, a vastly accelerated speed over the highest now in use, would not, it is claimed, produce as much vibration in the car as ten miles an hour of speed now does. For, all lateral and longitudinal vibration is absolutely prevented, it is claimed, by this ar