FROM WASHINGTON.

Continued from First Page.

per mile, between the 105th and the 111th meridians, 250 shares per mile, for 620 miles, between the 111th and the 116th meridians, being the mountain district, 500 shares per mile for 520 miles; and between the 119th meridian and the western point or points of termination, including the mountain ranges of the coast, 300 shares per mile.

SEC. 2. *And be it further enacted*, That for the purpose of relieving the Treasury of the United States at the earliest practicable time from the payment of interest on said stock, it is hereby further enacted that the Treasurer of the Northern Pacific Railroad Company shall, on the 1st days of July and January in each and every year, after the completion of twenty-five miles of said railroad in conformity with the provisions of its charter, pay into the Treasury of the United States, twenty-five per centum of the gross receipts of said railroad for the payment of interest on said stock as hereinbefore provided, until the amount so paid shall equal the amount paid by the United States, as provided in section one; after which all further payments to the United States shall cease, and, for the further security of the Government for the pledge of the payment of interest as aforesaid, over and above the deposit of 25 per cent of the gross receipts as above provided, the proceeds of the sales of all the lands granted by the charter of the said Company, situated on the southerly side of the line of said railroad shall, as often as the sales of the same shall be made, be held as security for the payment of the interest so paid by the Government as aforesaid, and shall be deposited in the Treasury of the United States by the Treasurer of said Company, on the 1st days of April and October in each and every year, to be applied by the Secretary of the Treasury to reimburse the Government for any money paid for interest as aforesaid, and also as security for the future payment by the Government of any interest accruing under said pledge, until the Government shall be fully reimbursed for the payment of the interest as aforesaid and to secure the payment of the said percentage of the gross receipts, and the deposit of the proceeds of the sales of the public lands as before; provided, the Secretary of the Treasury of the United States, whenever in his judgment it shall be necessary for the safety of the Government to do so, is hereby empowered, to appoint an inspector who shall have authority to examine the books and accounts of the company and to direct the application of the said percentage of the gross receipts and the deposit of the said proceeds of the sales of the public lands as aforesaid.

SEC. 3. *And be it further enacted*, That the patents for or lists of land granted to this Company shall convey the fee simple of said land to said Company in the most full and complete manner, and that none of the lands granted to said Company shall be subject to any general or local tax for any purpose whatever till after two years from the date of said conveyance.

SEC. 4. *And be it further enacted*, That the provisions of this act, and those of the act incorporating said Northern Pacific Railroad Company, shall apply to all such franchises and grants as may be conferred upon or acquired by the Northern Pacific Railroad Company, under the authority of its act of incorporation, approved July 2, 1864.

SEC. 5. *And be it further enacted*, That the commencement of the survey of the road and the telegraph line in good faith shall be deemed and considered to be the commencement of the work, within the meaning and intent of the act of incorporation.

SEC. 6. *And be it further enacted*, That the said Company may, from time to time, alter and change the location of its line whenever such change will the better carry out the purposes set forth in the act of incorporation, by filing in the office of the Secretary of the Interior a description of the new line adopted, and that the line upon which the road shall be finally located and constructed shall determine the location of the lands granted to said Company by its act of incorporation; provided, that no change shall be made so as to allow said railroad to run further south than is fixed in the act to which this is an amendment.

SEC. 7. *And be it further enacted*, That all expenses for engineering, and commissions provided for or required by this act, shall be paid by the said Company.

SEC. 8. *And be it further enacted*, That this act shall take effect on and after its passage; provided, however, that no money shall be paid on account of this bill until an appropriation shall be made for that purpose.

FENIAN EXCITEMENT ON THE BORDER.

Less than Two Hundred Fenians on the St. Croix—Their Deportment—The Fenian Arms—Seizure of the Schooner Pray—Circles Conventions—Speeches—Money—Sensation—Falsehood—Politics—Confederation—Declared Purpose of the Fenians—The Scare—British and Provincial Preparations—The United States Appears on the Scene—Fenians—Britishers and Brunswickers Doff their Hats—Meade Master of the Situation—The Aliens Indignant at an Enthusiastic Yankee, Who thinks "The Winooski could Lick the British Fleet!"—The Bubble Pricked—Sensation Ended.

From Our Special Correspondent.

EASTPORT, Me., April 23, 1866.

The departure of the steamer for Boston cut short my letter of the 19th, descriptive of the "Sensation War," inaugurated and carried on principally by "Specials" to *The New-York Herald*. Forty-six Fenians had certainly arrived at Eastport and Calais, and according to report, reasonably well grounded, about 150 more were distributed among the towns on the coast and St. Croix river, from Blachias to Milltown. These men, wherever quartered, conduct themselves with commendable propriety; are sober quiet, peaceable; void of offence against property, citizens, or aliens.

On Tuesday the schooner M. H. Pray came into the harbor and passed up the bay to Grove's Point. The vessel had cleared from Portland and had a cargo of mixed goods, consigned to Mr. Karrigan at Eastport, Mr. Karrigan reported to the Collector of the port, that he had on his vessel, showing the manifest, 139 cases of arms and a lot of ammunition and equipments, and desired to know how far he could go in the disposition of these munitions, in the way of selling them to any and all persons who should apply to purchase, and not violate the neutrality laws of the United States. The question was new to the Collector and in order that he might not embarrass the Government, he determined to detain the vessel until he could obtain instructions from the Department at Washington. The schooner was placed in charge of the revenue cutter to await orders.

The arrival of these arms spread wide the flames of excitement that had already been kindled and fanned by the presence of Killian and his followers who had organized meetings, held a convention at Eastport, issued an address and were then making arrangements for a meeting at Calais. On the night of the same day that the schooner arrived in the harbor a large meeting was held at Calais, and the intentions of the Fenian leaders, as proclaimed at Eastport, were repeated. Beyond this nothing has been done by the Fenians. They are at times seen in small knots in Eastport, Calais and Lubec, standing on the wharves or at street corners, but to the observer are listless and purposeless. There is evidently no scarcity of money, and all bills at hotels and elsewhere are paid daily.

All the reports of collisions between Fenians and citizens, provincialists or soldiers, reports of raids to Campo Bello, Indian Island, St. Stephen's Bridge and elsewhere were wholly false, utterly without foundation save in the fertile imagination of the reporter, who telegraphed them. Concurrent with these sensation reports sent to New-York were others equally false, and perhaps more designedly vicious, spread broadcast through New-Brunswick by the provincial press in the interest of the Confederationists. Whether the motives and the inspirations are the same or not, certainly the dispatches are all to the same intent, both those to New-York and those to New-Brunswick. The present peculiar political situation in the Province, renders it quite probable that this whole affair is a piece of political strategy concocted by the Confederation party.

The petty leaders of the Fenians, on the St. Croix, tell conflicting tales. At one time it is their purpose not to invade the Provinces, but simply to hold themselves in readiness to join the Anti-Confederationists, in case they are forced to make armed resistance to Confederation; at another time it is their purpose to seize a provincial port, hoist the Irish flag, establish headquarters of the Irish Republic, and demand recognition as a belligerent; at another time they are on the border for the purpose of "arming fishing boats, which are to proceed to the fisheries and protect the rights of American citizens."

The British Government and the Provincial authorities seem to have calculated on trouble during the election campaign and have organized to meet it.

During the past three months the Provincial authorities have been preparing for defense. In Halifax, St. Johns and St. Andrews the volunteer force has been under arms for full six weeks. The coast defenses have been strengthened at every point by the mounting of new and improved guns, and by the erection of additional works. As soon as the first squad of Fenians arrived at Calais the volunteers of St. Stephens and Milltown were called out, making the whole number armed and in service about 1,500. The militia force of New-Brunswick was organized and ordered to drill.

All the vessels belonging to North Atlantic Squadron were ordered to rendezvous in the Bay of Fundy. The screw corvette Pylades, 21 guns, arrived off Campo Bello on the 9th inst; the Rosario, 16 guns, and the Fawn, 17 guns, arrived on the 11th; the flagship Duncan, 81 guns, with Admiral Hope, having on board the 17th Regiment of British Regulars, arrived on the 17th, and the Niger, 17 guns, arrived on the 21st. The transports Lebor and Simoon, with the 15th and 22d Regiments are daily expected at Halifax. These are the preparations of the British to "defend the Provinces and protect the fisheries."

There have been no mutinies on shipboard, nor desertions on land, as reported in *The Herald* to the contrary notwithstanding.

Though the Fenians were quiet and orderly, the presence of Provincial soldiers and British ships created some apprehensions of disturbance, and the civil officers at Calais and Eastport, therefore, telegraphed to Augusta and Washington, requesting that sufficient force to maintain the peace should be sent to the border. The Adjutant-General of Maine proceeded to the St. Croix, and finding no cause for alarm, appointed Geo. Smith of Eastport, to represent the State, and immediately returned to Augusta.

The United States double-ender gunboat Winooski, Capt. Cooper, arrived off Eastport on the 17th, and on the 19th, Gen. Meade and staff, with one company of the 34 Regiment Regular Artillery, armed as infantry, arrived in the steamer Regulator, Capt. Blanchard, from Boston. On the following day, two more companies of the same regiment arrived in the steamer New-York.

At a reception given by the citizens of Eastport to Gen. Meade, he declared it to be the object of his mission to prevent the violation of the laws of the United States, without regard to what his own private opinion might be as to what should have been the conduct of others when placed in similar circumstances.

It is notorious that the Brunswickers who, two weeks ago, made such ridiculous haste to throw themselves on the hospitality and protection of the citizens of Maine, were the very men who harbored Rebel raiders and declared themselves able to "thrash the whole State before breakfast." Many citizens of St. Andrews and St. Stephens moved their families and effects across to the United States; the deposits of the St. Stephens Bank were moved to the vaults of the Calais Bank, forgetful, doubtless, of the Rebel raid St. Stephens aided and comforted a short time ago against this same institution. Yet then the good people of Maine receive them in charity, but not without laughing at the calamity and mocking at the ludicrous fear that has fallen upon its Rebel sympathizing neighbors.

The following address, circulated in the Province, is cited by the Fenians as evidence that confederation will be resisted by force of arms:

CITIZENS OF NEW-BRUNSWICK!—Republican institutions have become a necessity to the peace and prosperity of your Province. English policy, represented in the obnoxious project of confederation, is making its last efforts to bind you in effete forms of Monarchism. Annexation to the United States is not, necessarily, the only means of escape. Independence for the present is the best one, and will assure you the supreme and sole management of your affairs. Mercenary bayonets cannot, shall not prevent you asserting this independence if you desire it. Signify your wishes and you become the founders of a free State, untrammeled by royalty, unchecked by miasrule and certain to secure all the lost benefits of reciprocity.

By order of Republican Committee of St. John.

When the United States troops arrived, Gen. Meade ordered one company to be stationed at Calais, one at Treat's Island, in Passamaquoddy Bay, and the third was sent to the fort in Eastport, commanded by Col. Ransom. He ordered the arms to be transferred from the Pray to the fort, and the vessel to be released. It is reported that seven cases of arms were spirited from the schooner by the Fenians before Gen. Meade took her in charge. Killian started post haste for Washington, and Sinnott humbly begged that the arms be restored to Kerrigan, on condition that they be shipped to Portland. The General indorsed the application, recommending that the request be granted, and forwarded the document to the War Department.

On Friday morning, a schooner that had sailed with a cargo of fish was returning with a lot of empty boxes. British spies, alarmed at every breeze that blows, and frightened at every sail that appears, reported to the British Consul that a "Fenian privateer" was making for the harbor, and that she had discharged a lot of arms on the coast, as evidence of which the empty boxes were yet on board. Straightway the Consul runs to Gen. Meade, to secure the arrest of the "bold privateer." Meade inquired of the Consul where he obtained his information. "From the United States Revenue officer at Lubec," was the reply. The representative of Her Majesty's Government soon left, and Meade, with characteristic brevity, said to Collector Long: "What business has the British Consul corresponding with your subordinates? Do you get information from him?"

It was soon ascertained, however, that Captain Freeman of the United States Revenue Cutter, Ashuelot, knew of the arrival of the vessel and her harmless cargo, and thus the fears of Her Majesty's lion were allayed.

Lieut.-Governor Doyle of New-Brunswick, and commander of the Provincial forces, called on Meade on the day of his arrival, and expressed his gratification at seeing him, and interpreted his presence as evidence of the good intentions of the United States, and the determination to preserve peaceful relations with the provinces.

When citizens of rival nations meet in the presence of a display of power, it is difficult at all times to restrain invidious comparisons; and so it happens here. The English and provincials must brag on their big ships; but an enthusiastic Yankee Captain, who has heard the thunder of our iron-clads, burst out the other day with the declaration that "the little Winooski, in open sea, could thrash the double-decker British flag-ship, carrying 81 guns, in less than an hour; and if fair play was given, could sink the British Admiral's whole squadron. This was open insult to Her Majesty's royal navy, and was vigorously and indignantly resented with a broadside of words. Gen. Meade will, after a few days, place the troops on the St. Croix, under the command of a competent officer, and then return to his headquarters at Philadelphia. Some of the Fenian leaders announce it to be their purpose to remain on the border all Summer and await something to turn up. However this may be, the truth having been told the sensation bubble is pricked. Whether intended as a feint, a raid or for political effect, the thing is a ridiculous failure. Farce, not tragedy.

J. R. S.

CANADA.

The Recent Rising—Confederation and its Prospects—Geographical Proportions—Plans for Defense—The Canadian Shore of Lake Ontario—Reminiscences of the War of 1812—What Might be Done.

From Our Special Correspondent.

HAMILTON, April 24, 1866.

Some here are calling the readiness of the Canadians to defend their country "loyalty." It is no such thing. It is love of country, and, of course, love of property. The people are not disaffected toward the Government, whose acts have been lately good enough.

All the Confederates are now joyous, and the party is very strong—comprising two-thirds of the people, certainly. They only await the action of the new Government of New-Brunswick in the matter. In the Lower House there will be a strong party against the scheme, composed of the late ministry and their friends, but it is probable that some of the latter have changed sides with the change of Government, some men making it a rule always to support the Government. I look for a very close vote in the Lower House on the first step of the new administration.

The territorial extent of the new Confederation will be:

	Square Miles.
Canada	400,000
New-Brunswick	28,000
Nova Scotia	19,000
Prince Edward Island	2,000
Newfoundland	37,000
Total	486,000

This is a large part of the globe which has 37,000,000 square miles, and all this territory is politically organized.

British North America has an area of *one sixth* of the globe, but much of it is barren. It is more important in extent than in quality.

These few figures will show that the new Confederation will be very important, in extent of territory, at least, and 3,500,000 of people are not a very small population to begin with.

Capt. Bythesea, an attaché of the British Legation in the United States, has been engaged in devising means for the naval defense of the Canadian frontier, and he advises that six gunboats and two steam launches (small, open gunboats in fact) armed with Armstrong guns be placed in the St. Lawrence—three of the gunboats to be posted above Prescott, and three below—the two other armed boats to go to any point threatened by the enemy.

This is plainly the way to cover the Capital, through its outpost, Prescott. It is pleasing to see that this commonsense idea has occurred to Capt. Bythesea, for there is so much dullness shown by the Canadian Minister of Militia and the General Militia Staff created by him. It is time to relieve this official, for he is often incapable of judging correctly, and may cause an outbreak among the French Canadians by giving posts of right belonging to Canadians to persons from the British isles, who cannot even *speak* French.

The Ontario Lake shore from this place to the Niagara is interesting. Along it the distance was marked by creeks by the early settlers.

TWO MILE CREEK

is about two miles from the mouth of the Niagara River, and the first creek met in going west.

FOUR MILE CREEK

comes next, and is about four miles from the river.

EIGHT MILE CREEK

is the next, being eight miles from the river, then

TEN MILE CREEK,

being as many miles from the river and notable for nothing.

TWENTY MILE CREEK,

or the Jordan, comes next, and is nearly half way to this place.

THIRTY MILE CREEK

is about that distance from the river, though not exactly.

FORTY MILE CREEK

is the last mile creek to Hamilton, and then we find

STONEY CREEK.

This is famous as the scene of a fight in the war of 1812-14. Here it was that a British force made a night attack upon the United States force advancing toward Toronto, and took it by surprise, scattering the men for some miles. This was one of the best things done on the Canadian side during the war.

Along this lake shore also it was that a British force of a few hundred men (being the 100th Regiment), under Col. Hamilton, marched in the night over the ice to surprise Fort Niagara. They reached the mouth of the river, crossed it, and took the fort by surprise, with small loss. This was another of the most brilliant affairs in the war; but there were many reverses, owing to the American generals knowing better than their opponents how to fight in a country of the character of Canada.

By this same line of advance an enemy could again march upon the lake shore cities, following the main track of the Great Western Railroad as far as this point, and then taking the branch to Toronto.

Across this line there are no great obstructions. There is the marshy river Jordan, and the Marsh and Desjardin Canal, about three-fourths of a mile west of this city. After those, come the Credit and Mimico rivers, on the way to Toronto—small streams that could be bridged by half a dozen pontoons.

All the ground from the Niagara to Stoney Creek was traversed by the enemy in 1812-14, and from the mouth of the Niagara to Fort Erie the ground was fought over. It is not difficult to cross the river from Grand Isle to Lake Erie, for there are several islands and the width is not great.

On crossing the river up here, 52 or 53 years ago, the United States army took the road down the stream, passed Black Creek, came to Chippewa, and fought with success a British force sent to meet them.

After passing Chippewa, an invading force would strike the line of the Great Western Railroad at the Bridge, and, following it, take St. Catharine's and the villages west of it, then reach this place, a point of some importance for its communications. For the 45 miles (from the Niagara) so gained, an enemy would have to fight hard—not that the arrangements made for the defense are at all good, or that the militia staff at Ottawa shows any ability—but the young Canadians are brave fellows, and deserve to be better directed.

Owing to a heavy storm last night, the telegraph lines did not work, and thus we have no reports from the capital, or Montreal, or the East generally.

Revenue Affairs at Louisville.

LOUISVILLE, Wednesday April 25, 1866.

Collector Speed took possession of the cigar establishment of Myers & Co. to-day for alleged non-payment of taxes. Myers went to Vicksburg two months ago with a large portion of his stock and purchased largely at the same time for Samuel Lowenthal of Cincinnati.

Eight or ten distilleries have been seized within the last three or four days.

FROM ALBANY.

Character of the Legislature—Action on the Various Bills.

From Our Special Correspondent.

ALBANY, April 25, 1866.

The Legislature, which has just adjourned, has passed a great number of bills, probably not less than 900, but few are of a general character or of any special interest.

BILLS PASSED.

Among the important bills passed is the New-York Health bill, the bill abolishing the Board of Excise in New-York and transferring its powers and duties to the Board of Health, the Niagara Ship Canal bill, the Central Fare bill, bill taxing Bank shares (an important act, for the reason that it puts two or three million dollars into the State Treasury), bill providing for erection of Quarantine buildings in New-York harbor; to continue improvement of Hudson River by dredging; repealing the soldier's voting law; providing for four additional Normal Schools; prohibiting Surrogates from taking fees, where the estate is worth $1,000 and less; prohibiting issue of free passes on railroads; to continue Chenango Canal extension; to prevent the spread of the cattle disease known as Rinderpest; an act to provide for submitting to people the question of revising State Constitutions.

BILLS LOST.

Among the bills *lost*, are bills to enlarge certain locks on the Erie and Oswego Canals, appropriating $500,000 to keep up our State military establishment, appropriation for a new Capitol, abolishing feudal tenures, to facilitate construction of Southern Central Railroad, providing for safe construction and management of railroads, the Eight-Hour law, the Council of Revision, amendment of assessment laws, Senate and House bills, pro-rata freight bill, abolishing school rate-bills, to regulate fare on street railroads in New-York and Brooklyn, to increase pay of School Commissioners, &c.

All New-York railroad schemes were lost, I believe, excepting, perhaps, the one authorizing the laying of a track in Essex-st., and removal of the track from Clinton-st.

BILLS VETOED.

Oneida Lake Canal; Albany and Susquehanna Railroad; Whitehall and Plattsburgh Railroad; amending charter of Buffalo, for filling sunken lots in New-York; incorporating American Mining and Exploring Company; for bridge across the Mohawk, between Amsterdam and Florida.

BILLS SIGNED.

About 750 bills had been signed by the Governor on Saturday morning, leaving about 150 to be signed.

CHARACTER OF THE LEGISLATURE.

The Legislature has been an unusually good one—the House a remarkably industrious body—there has been less intemperance and rowdyism in the present Legislature than I have ever seen, scarcely any at all. I don't think it has been badly debauched; there were scamps in both Houses, as there always is, but seldom has a Legislature adjourned with so clean hands as this. There was corruption *about* the Legislature, but very little *in* it. Its fault has been want of experience. Could the same men all be reelected next Fall, we should have a magnificent Legislature another Winter. Why won't the people bear *that* fact in mind?

THE PHILADELPHIA TRAGEDY.

Arraignment of Probst for the Murder of Christopher Deering—He Pleads "Not Guilty."

PHILADELPHIA, Wednesday, April 25, 1866.

There was an immense crowd around the Court-House this morning, awaiting the arrival of Antoine Probst, the murderer of the Deering family. He was adroitly admitted through a side door, disappointing most of the spectators.

After the usual preliminaries, the bill of indictment for the murder of Christopher Deering was read and the prisoner pleaded "not guilty."

The Court then proceeded to select a jury.

SECOND DISPATCH.

PHILADELPHIA, Wednesday, April 25, 1866.

Up to this time four jurors have been impanneled in the Probst murder case.

About 20 have been challenged.

The jurors are selected to try the case according to the evidence without regard to former expressions of opinion.

THIRD DISPATCH.

PHILADELPHIA, Wednesday, April 25, 1866.

A special *venire* being ordered, the Court adjourned till 10 o'clock on Thursday, to allow the Sheriff to make a full return. Great difficulty is experienced in conveying the prisoner from the court-room to the prison-van, on account of the excited mob surrounding the building.

TENNESSEE.

Proffer of Gen. Jackson's "Hermitage" to the General Government.

NASHVILLE, Tuesday, April 24, 1866.

In the Senate to-day a bill passed its first reading, tendering the mansion house at the Hermitage, Jackson's residence, and 200 acres of ground adjoining, on condition that the United States Government will establish upon it a branch of the West Point Military Academy, or some other public institution. The remaining acres of the estate, about 300, are to be sold, and the proceeds applied to payment of bonds issued by the State in payment for the whole property.

Weather cold and wintry. The river is 25 feet deep on the shoals, and still rising.

TEXAS.

Accident on the Washington Central Railroad—Three Persons Severely Injured.

GALVESTON, Texas, April 22, 1866.

By a disaster on the Washington Central Railroad, Dr. Allen of Galveston; Dr. Borns of Chappel Hill, and Chas. Enger of the New-Orleans Railroad, were badly wounded.

Regattas at Portland, Me.—Muscle vs. Steam.

PORTLAND, Me., Wednesday, April 25, 1866.

A regatta came off in our harbor to-day for prizes given by the grand fair for the benefit of the Soldier's widows and orphans. The first race for single sculls, distance two miles, was won by Walter Brown; time 20m. The second race for working boats without outriggers, distance three miles, was won by the Bessy; time 27m. The third race for six-oared boats, only one boat, the Una, started, the steam-tug Tyro was matched against her; distance three miles; won by the Una; time 20m. 30s. The wind was blowing very fresh throughout the race.

From the Pacific Coast—Imported Cattle—Omnibus Opposition—Finances—Whaling.

SAN FRANCISCO, Wednesday, April 25, 1866.

The Collector of this port has taken measures to stop the introduction of cattle via the Isthmus, and has notified officers of the customs along the coast to prevent cattle and hides coming in from foreign ports.

An omnibus line was organized here to-day in opposition to the street railroads.

Mining stocks are dull. Ophir, $740; Yellow Jacket, $815; Gould & Curry, $808; Belcher, $825; Savage, $1,100; Chollar, $812. Legal tenders, 79½.

The most prosperous whaling season ever experienced has now closed until August.

From Fortress Monroe.

FORTRESS MONROE, Tuesday, April 24, 1866.

The weather, which has been heavy for a day or two past, changed for the better this afternoon, and a large fleet of vessels, which had been detained, took advantage of the change, and sailed for their various destinations.

A negro groggery in Norfolk has been closed by the military authorities, on the ground of having furnished liquor to the rioters on the recent negro jubilee day.

The quarantine steamer Eliza Hancox, which arrived today from the outside, reports heavy weather and high seas.

Spoken at the Capes April 23, schooners Island Queen and Ellen Perkins, Porto Rico, for Baltimore.

Marine Disaster—Loss of Life.

BOSTON, Wednesday, April 25, 1866.

The schooner Samuel Colt, with coal, came ashore on the West end of Nantucket yesterday. The captain and mate were drowned; the rest of the crew were saved. The vessel and cargo are a total loss.

Telegraphic Enterprise at Vancouver's Island—Victoria Jubilant.

VICTORIA, Vancouver's Island, Tuesday, April 24, 1866.

The last stretch of telegraphic cable, connecting this island with the main land, was safely landed at Ladd Bay, San Juan Island, this forenoon. The signals were found perfect, and direct communication had with Portland and New-Westminster, after which Victoria was connected. The announcement was received amid the roar of cannon, the ringing of bells, and the cheers of the people. Congratulatory messages then passed from place to place.

Navigation of the Welland Canal—Ice in Lake Erie.

OSWEGO, N. Y., Wednesday, April 25, 1866.

The propeller Buckeye arrived here to-day from Toledo. This is the first vessel from Lake Erie and through the Welland Canal this season.

The Captain of the Buckeye reports that he passed through about 60 miles of floating ice on Lake Erie.

The Asia Outward Bound.

BOSTON, Wednesday, April 25, 1866.

The steamship Asia sailed this forenoon, taking 118 passengers for Liverpool, 6 for Halifax, and no specie.

The St. David Outward Bound.

PORTLAND, Me., Wednesday, April 25, 1866.

The steamship St. David, Capt. Aird, sailed for Liverpool at 11:15 o'clock this morning.

Boston Weekly Bank Statement.

BOSTON, Wednesday, April 25, 1866.

The following is a statement of the condition of the banks for the week:

Capital	$41,900,000	Legal Tender notes	$19,309,000
Loans	66,121,000	Deposits	36,946,500
Specie	411,700	Circulation (Nat.)	22,469,500
		Circulation (State)	744,000

Markets—*Reported by Telegraph.*

CHICAGO, April 25.—Flour active at $8 25@$9 25 for choice. Spring Wheat active and advanced 1@2c.; sales at $1 53@$1 53½ for No. 1, and 99c.@$1 05 for No. 2. Corn active and advanced 1@1½c.; sales at 46@47½c. for No. 1, and 44@44½c. for No. 2. Oats firm at the advance of ½@1c.; sales at 29½@30½c. for No. 1, and 26½@26½c. for No. 2. Highwines dull at $2 22. Provisions active. Mess Pork, [illegible]. Lard, 12½@12¾c. Freights active; 8c. on Corn to Buffalo. Receipts—5,000 bbls. Flour, 20,000 bush. Wheat, 58,000 bush. Corn, 25,000 bush. Oats. Shipments—1,100 bbls. Flour, 21,000 bush. Wheat, 266,000 bush. Corn, 3,300 bush. Oats.

MILWAUKEE, April 25.—Flour dull. Wheat excited at $1 56½ for No. 1 Winter. Receipts—Oats 36c. Corn firm at 46c. for No. 1. Receipts—1,200 bbls. Flour, 31,000 bush. Wheat, 6,000 bush. Oats. Shipments—1,000 bbls. Flour, 84,000 bush. Wheat.

CINCINNATI, April 25.—Flour and Grain firm and unchanged; not much offering. Whisky at $2 22. Provisions higher and generally held out of market, though the demand is not large. Mess Pork sold at $27. Lard 13c. Gold 126½@126¾.

TOLEDO, April 25.—Flour very firm. Wheat, 10@12c. better. Old White Michigan, $2 35; New do., $2 45; New Amber, $2 24@$2 25; No. 2 Amber, $1 75@$1 77. Corn steady at 55½c. for No. 1. Oats, 1c. better; sales at 41c. for No. 1.

NEW-ORLEANS, April 24.—Cotton—Sales to-day, 900 bales, mostly before the receipt of the Liverpool advices, at previous rates; receipts to-day, 485 bales; receipts of the last four days, 6,843 bales, against 7,310 bales for the corresponding period in last week; exports for the last three days, 11,600 bales; stock, 156,311 bales. Sugar and Molasses are unchanged. Flour—Sales of Superfine at $8 50 ⅌ bbl. Corn, $1 05 ⅌ bush. Oats, 57c. ⅌ bush. Mess Pork, $28 50 ⅌ bbl. Sterling Exchange, 109½. Checks on New-York banks, 1 per cent premium. Gold, 125½. Francs, 4 23½.

GALVESTON, April 22.—Cotton—Our stock of Cotton foots up 12,200 bales; the total exports from here since the opening of trade amount to 155,634 bales, of which 50,000 bales were for England, 51,000 bales for New-York, and 42,000 for New-Orleans.

BALTIMORE, April 25.—Flour dull; high grades steady. Wheat firm. Corn steady; sales of White at 90c.; Yellow 86@87c. Oats dull; sales at 52@53c. Provisions quiet. Lard firm. Mess Pork at $28 75. Sugar dull and unsettled. Whisky dull; sales at $2 25@$2 25½.

PHILADELPHIA, April 25.—Petroleum firm; sales of Crude at 23½@24c; Refined in bond, 39c.; Refined free, 58@62c. Flour quiet, but firm. Sales of 5,000 bush. good Red Wheat at $2 40@$2 50. Corn firm; sales 2,500 bush. Yellow at 89@81c. Coffee dull. Provisions firm. Whisky unchanged.

ST. LOUIS, April 25.—Cotton flat. Flour and Wheat unchanged. Corn less firm. Oats heavy and easier. Pork, $27@$27 25 for Mess. Lard and Whisky unchanged.

"FRIENDS OF ANDREW JOHNSON."

Mass Meeting in Brooklyn—Speeches, Resolutions, Music, Bonfires, Calcium Lights, etc.

The "Friends of Andrew Johnson," as they style themselves in their advertisement, held a grand mass meeting at the Academy of Music in Brooklyn last evening, of "all who support the restoration policy of the President." The meeting was held under the auspices of the "Johnson Club" of that city, and its chief engineers were understood to be Mr. Thomas Kinsellor, editor of *The Brooklyn Eagle*, a notoriously disloyal Copperhead sheet with which the people of Brooklyn are acquainted, and of which probably few other persons ever heard, and ex-Alderman Douglass of the same city. The good people of Brooklyn are not ordinarily very excitable; but what with calcium lights at the corners of the street, numerous blazing tar barrels in front of the building, a really good band of music, and the prospect of a "free blow" at the Academy, a large but decidedly mixed audience was assembled. At the hour announced for the commencement of the exercises the Academy was filled throughout, including the stage. A considerable portion of the audience was made up of gentlemen of rather motley garb, who sported red flannel shirts without any visible symptoms of linen or even paper attached, and persisted in retaining their somewhat soiled soft felt hats on the summits or sides of their closely-cropped heads until compelled by the clamor of those behind them to remove the same. Altogether, the assemblage lacked none of the well known characteristics of a free and independent democratic meeting in New-York in the palmy days when King Fernando ruled the land, except that smoking was prohibited by the police, an infringement of their vested rights whereat some of the unterrified seemed a little disposed to grumble. A quantity of national flags adorned the room, and against the front of the stage was displayed the motto.

"The preservation of the Union, Gentlemen, is the first business in order.—ANDREW JOHNSON."

The meeting was called to order be Mr. Demas Barnes, who, in a somewhat hesitating speech explained the object for which it had been called, and nominated Mr. J. D. McKenzie as Chairman of the meeting.

Mr. MCKENZIE was grateful for the honor conferred upon him—at least, he said he was. The objects of the meeting had been stated. In his view, the spirit of secessionism was not worse than the spirit of fanaticism which now ruled in Congress. This meeting had been called for a gathering of the friends of the President. A prominent Republican, who had been invited to act as one of the officers of the meeting, declined to do so because it was a Democratic meeting. The Mayor of the city also had declined to commit himself by taking part in it. The majority in Congress were willing to reconstruct the Union, but they wanted to do it after the plan of Massachusetts. He did not know what right Massachusetts had to reconstruct the Union more than New-York, or Virginia, or Kentucky—and considerable more of the same sort.

Mr. J. L. DOUGLASS was chosen Secretary of the meeting, and proceeded to read a list of Vice-Presidents, comprising a large portion of the Brooklyn Directory, with copious extracts from that of New-York. A letter from Gen. Dix was read, expressing his regrets that he was unable to attend the meeting, after which Major-Gen. Rousseau was introduced as a "distinguished son of Kentucky." Gen. ROUSSEAU returned thanks for the compliment to his native State. Kentucky had been very much maligned during the last few years. When he—the speaker—was in Congress, some gentleman from Iowa had ventured to insinuate some taunts against her. [Cries of "Name, name" from the audience.] Well, his name is Grinnell, [hisses], and he had replied that no man from Kentucky, either in the Union or Rebel army, had ever been known to turn his back upon danger. While the war lasted, no one ever thought that resistance to the restoration of the Union would come from the ranks of the loyal party. Now, those of us who desire to restore the Union are denounced as traitors, because we prefer to stand by the Constitution rather than the doctrine of Thaddeus Stevens. [Hisses]. You may well hiss at the mention of that name. I wish that I had words fit to express my detestation of that name. This is a new fangled notion, my friends, never heard of until brought up by that old Mephistopheles, Thaddeus Stevens. The Republican party is going contrary to all its previous principles. They have deserted all their former platforms. Now, gentleman, Copperheads, if any such are here, if you will come up and take the place of those who have gone away, and support Andrew Johnson, I, for one, am willing to forgive you for anything which you have done heretofore. Can any body tell me the reason why the Representatives from Tennessee are not admitted? Horace Maynard and others represented Tennessee during the war; but now that peace is declared, and they come to Congress legally elected, they are denied admission. Mr. Stevens gives a reason, which is, that, if the representatives of Tennessee are admitted the representatives of the other Southern States must be, and then they will form an alliance with the Northern Copperheads, and the Republican party will lose their power. There is not at present a man elected to Congress from Tennessee less true and loyal than Andrew Johnson, and I say to you that there is no man in the country more honest, true and loyal, than your President. I am for the Constitution of the country and not for the constitution of Thaddeus Stevens. The constitution of Thaddeus Stevens is a bloody and a cruel constitution, and I trample it and them under my feet. [Enthusiastic applause.] The country could not be in worse hands, unless it was in the hands of Jefferson Davis, and although I feel the deepest contempt for him, because he plunged the country in a cruel war for the sake of being a President, I feel about the same contempt for these men. I thought I was a loyal man, and I went to Congress expecting to find friends there, but when this Freedmen's Bureau bill came up which Andrew Johnson has killed so dead that all the Northern disunionists have not been able to revive it, I could not vote for that bill, and I found myself denounced as a traitor. My friends, I fear you do not comprehend this bill. A more infamous bill was never presented to any people. It conferred on irresponsible persons the power to arrest any person, and throw them into prison for a year, on the ex parte statement of a nigger. This is now done every day in Kentucky. These men want the niggers to vote in the Southern, and yet they will not let them vote in the Northern States. If they were allowed to vote in the South, perhaps in some States where they are in a majority they might pass a law to forbid white men from voting. The niggers have no better friend in the country than Andrew Johnson. This Civil Rights bill is nice business, but if these Southern States are out of the Union, who will enforce it? The State Courts will not, and if the States are not in the Union, there can be no United States Courts there. But I believe that these States are in the Union, and that this law will be enforced, unconstitutional though it be. Congress has declared that the war was not for the purpose of subjugation. I would not have fought against my brethren in the South for the purpose of subjugating them that Thaddeus Stevens and his Northern hounds might trample on them. He did not believe that the Southern people had any great love for the Government. That is not to be expected. But we have a state of things much better than we could have expected. They say that they have submitted and we ought to believe them.

At the conclusion of Gen. Rousseau's speech, which occupied upward of an hour, the Hon. John Van Buren was introduced to the audience, and was received with enthusiastic applause. Mr. Van Buren spoke at considerable length, and after some remarks by other gentlemen, the meeting broke up at a late hour.

Wallack's Theater.

Mrs. Inchbald's delightful comedy of "To Marry or Not to Marry" was produced last evening, for the first time this season, at Wallack's Theater. The audience was large, and—as the animated scenes of one of the sprightliest plays in our language passed before it—became heartily merry and enthusiastic. We have seldom seen an audience so well pleased, or pleased with so good reason. "To Marry or Not to Marry" is one of those sterling plays which have genuine and enduring qualities. Its plot is interesting, its story is unique, its sentiment is pure, its dialogue is freighted with sense and pointed with wit. Such a comedy can always be enjoyed. Familiarity with its story does not lessen the pleasure which one feels in witnessing its representation—and a play which can stand that test is good indeed. We must presume that most readers are familiar with the adventures of the artless Hester, who ran away from matrimony and sought refuge with the scholastic but essentially human Sir Oswin Mortland. They were very simple adventures; but they please the fancy, and their sequel is not lacking in a valuable lesson to the mind. Sir Oswin is not a very unusual character. He is gentle, cultured, thoughtful; he has worldly experience, yet he is, in some sort, a recluse. He leads a quiet life and loves his books; but a more imperious love finds him among these silent friends and bids him awaken to a wider knowledge than they could ever give him. Scholar-like philosophy stops at the intellect; Nature's philosophy goes onward to the heart. He who has never loved is blind. That is the lesson of Mrs. Inchbald's comedy. The spectator cares less for this, however, in seeing the play, than for the amusing process whereby Sir Oswin's dignity is melted, and his well-formed resolutions blown away, under the warm sunshine of Hester's eyes, and the breezy grace of Hester's innocence and piquant simplicity. Another quality coöperates in deepening the pleasant impression thus made—the quality, namely, of home sentiment. The glimpse afforded of Sir Oswin's home, and of his charming relations with his kindly, old-maiden sister, is very cheerful and effecting. Then, moreover, there is fine characterization to be enjoyed, in Mr. Willowear, the volatile, and Lord Danbury, the officious, and Lady Susan Courtly, the woman of the world. These parts—and, indeed, all the parts in the comedy—were