ALBANY.

TRADE AND COMMERCE OF THE STATE—THE EXCISE BILL—CANAL STEAM-NAVIGATION—THE USURY LAWS—BROOKLYN POLICE, ETC.—NEW RAILROAD PROJECTS—HOMEOPATHY AND INSANITY—CHEAP FERRIAGE—HOURS OF LABOR—THE STATE CABINET OF NATURAL HISTORY—CANAL OFFICERS—SECTARIAN SCHOOLS—THE NEW-YORK CHARTER IN THE SENATE—ERIE RAILROAD WAR—THE INSURANCE INVESTIGATION.

ALBANY, March 31.—Speculations are plenty and exciting about the course that will be taken in the Senate concerning the New-York City Charter. It is believed that essential amendments will be made, providing for some security for honest elections, among other things, in which the charter is defective as it passed, or was run through the Assembly. Indeed, it is now stated that it was on the positive pledge of amendments in the Senate, that many Republicans were induced to vote for it in the Assembly.

The Railroad Committee of the Assembly had another lively time this afternoon in the Erie warfare. Mr. Burt, on behalf of the British stockholders, had another hearing and Mr. Crouch occupied considerable time in replying, if such matters can be considered reply on behalf of Gould and Fisk. The Committee will report some time next week.

The Insurance investigations are nearly closed and report will be made probably during the next week.

Whatever may be the result of discussions concerning the Canal debt, so as to allow abolition of tolls, and rendering navigation free between the Atlantic and the Lakes, there is one point of even greater value, about which there are no conflicting opinions, and to which all right-minded, practical men, inside and outside of the Capitol, should turn immediate and persevering attention. The introduction of steam towage is the greatest want of the Erie and Oswego Canals. Any improvement which would quicken transit so as to forward cargoes in half the time now required between the Lakes and tide-water—equivalent to annihilating haf the space dividing the Hudson from our inland seas—would be the greatest measure of improvement ever adopted in our internal commerce and navigation since the enlargement of the Erie Canal. With all its present disadvantages—with even its snail-pace in comparison with railway transit—the Erie Canal, in its short season of seven months, now transmits about 300,000 tuns more freight than the Erie and Central Railroads combined, with all their vast capital and immense appliances, operating every day through the whole twelve months. Reduce the time between New-York and Buffalo one-half, enable voyages to be made with certainty in five or six days, instead of the ten or twelve now ordinarily required, and then behold the great results. The dreams of the men who early advocated the "Enlargement" would be realized, and the present prophecies of Auditor Bell and State Engineer Richmond would quickly become practical realities. And what is necessary to insure this beneficent commercial revolution? Nothing but the introduction of steam-towage, for securing a speed of even three miles, instead of the present mile-and-a-half an hour. It may well amaze the commercial world that this great object is left unaccomplished till this year 1870, while steam has been effecting miracles almost everywhere else during the nine years since the Erie Canal was enlarged. The Auditor and the State Engineer, in their latest reports, concur in urging the adoption of means for immediately introducing steam in even this moderate extent. Assemblyman Allaben's resolution, referred to the Canal Committee last evening, proposes a large reward for the best mode of steam-towage, and not less than four bills have been introduced by other members for promoting the object.

The Joint Committee of Conference was discharged to-day, having agreed to recommend Senatorial concurrence in the amendments made by the Assembly. If such had not been the case, if the bill had been returned to the Assembly, it seemed evident, from the firm tone of a few of the Democratic Assemblymen, that the bill would have been defeated; and the knowledge of this doubtless secured the present result.

As a specimen of the prevalent feeling concerning the need of applying steam for quickening canal navigation, was the passage to a third reading, to-day, of the Senatorial bill for allowing privileges to a Company for introducing "the European mode of canal steam-towage"—particulars of which bill were given in THE TRIBUNE when the bill was introduced. Two other bills, introduced in Assembly, propose to accomplish the great object in other ways.

An animated though brief discussion arose in the Assembly to-day on a bill from Mr. Flagg of Troy for amending the Revised Statutes concerning the rate of interest, commonly called the Usury laws. The importance of the subject and the emphatic course of the House render it proper that this movement shall be clearly understood. The bill provides substantially that the rate of interest shall continue to be seven per cent for one year, and after that rate for a greater or less sum, or for a longer or shorter time, "unless the parties * * * shall, by a written instrument, * * * fix a different rate of interest, which they are hereby authorized to do, not exceeding $10 upon $100 for one year, and after that rate for a greater or less sum for a longer or shorter time." The mover of the bill said the measure was presented and urged by him in the interest of the borrower, and not as favoring money-lenders. He said the bill did not repeal the Usury laws, but only provided that, by special agreement, in writing, the rate might be increased to a point not exceeding ten per cent per annum. The present law, he said, had the effect of sending large amounts of capital to the West to seek investment; while, with the proposed modification in operation, more of that money would remain here, and contribute to the ease of the money market. He added that since the absolute repeal of the Usury laws in Massachusetts and Rhode Island, the rates of money had been regulated by supply and demand in those States, as had been the price of flour; and loans could be negotiated in those States easier than under the stringent Usury laws. At the present time, he added, the rate in this State was increased above seven per cent under the name of drafts on New-York, brokers' commissions, large fees for clerks' searches in the case of mortgages, and by numerous other devices, by which the usury devil was whipped around the legal stump. He therefore hoped the bill would pass. The measure was also advocated by Mr. Van Steenburgh of Greene County, and by some others; but it was earnestly and successfully opposed by Messrs. Littlejohn, Mosely, and Husted. The prevalent sentiment of the Assembly was manifestly not ripe for favorable consideration of the proposed change in the Usury laws, and the bill was killed by being recommitted to the Judiciary Committee.

The bill changing the police system in Brooklyn, long hanging in suspense, has been pushed through both Houses with a degree of speed almost rivaling the steam legislation on the New-York City Charter. The Senate concurring to-day in the amendments of the Assembly, that matter is ended.

Concerning the supply of jurors, a bill of Senator Winslow authorizes any Circuit Court or Court of Oyer and Terminer to require the Sheriff to summon additional petit jurors, not exceeding 36, whenever additional jurors are needed. But this act is not to operate in the City of New-York. Assemblyman Fields's bill, if passed, and the increased fees allowed the New-York Sheriff for summoning, will be sufficient to insure a full supply of jurors for courts in that city.

The spirit of railroad improvement through the State is shown quite as strongly now as at any former period by corporations formed for the purpose, four of which, latest organized, are as follows: In addition to those already mentioned in Northern New-York, two others are named, one of which is styled the "Northern New-York Railroad," and the other the "Black River and Morristown Railroad." The first is to run from Ogdensburgh to Carthage, in Lewis County, about 50 miles, with a capital of $1,000,000. The Directors reside mostly in or near New-York: Ira Hersey, E. S. Calhoun, B. F. Sealey, M. M. Rounds, Thales Lindsay, John C. Hersey, B. F. Sealey, and Charles H. Smith, all of N. Y.; Chas. C. Prentiss of Brooklyn, Mason Lewis of Montclair, H. W. Moore of Jersey City, and Henry Barnard of Morristown, N. Y. The other Northern route runs from Morristown, St. Lawrence County, to a point on the Rome and Watertown Road, near Evans's Mills, in Jefferson County—length near 40 miles, and capital $600,000. The Directors are all residents along the route. A short road of about 20 miles, and with $350,000 capital (with John C. Devereaux, A. B. Johnson of Utica, among the Directors), is projected by the "Utica, Georgetown, and Elmira Company," running from Utica to New-Hartford, and connecting with the Utica, Clinton, and Binghamton Road, and with the Utica, Chenango, and Cortland Road. A road is also projected by the "Attica and Arcade Railroad Company," running about 25 miles between those towns in Wyoming County, with $250,000; Directors located along the route. Some of these short routes are of importance greater than their length indicates—forming connections with and between extensive lines now in operation.

Some of the homeopathists are now engaging more actively in a work that will turn increased attention toward their system through its application to insanity. Their institution at Middletown is proposed, in a bill of Assemblyman Graham, to be somewhat changed in name, and more fully organized. In case $150,000 shall be raised by private means, this bill proposes the State shall give an equal amount—which $300,000 shall be used in buying suitable lands and erecting buildings for enlarged operations. The Trustees named in the bill are George F. Foote, Thomas Hitchcock, Fred. A. Conkling, John David Wolfe, Peter S. Hoe, John K. Hackett, Richard H. Connolly, John D. Van Buren, Carroll Dunham, John F. Gray, Jas. P. Wallace, Phineas P. Wells, Henry R. Low, Elisha P. Wheeler, Oliver B. Vail, Robert H. Berdell, Homer Ramsdell, A. B. Conger, J. Stanton Gould, Alonzo B. Morgan, and Seth Clark. An important provision is that no trustee shall in any way receive pay for services, nor have any pecuniary dealings with the institution, and that the charge for patients shall be only enough to defray the expenses of the institution.

A law for punishing wretches who neglect or threaten to abandon their families, is a desideratum that may be supplied by adopting the bill presented by Senator Pierce. Scamps of this sort may be arrested on warrants from police or other justices, and be compelled to pay or give bonds for paying something toward supporting their suffering families, beside paying expenses of their own arrest and punishment, or be imprisoned till they do so, unless otherwise liberated. In these cases wives shall be competent witnesses against their husbands, but corroboratory testimony is required for conviction.

The progress of the bill of Assemblyman Droll of Brooklyn, for reducing fare on the Hunter's Point Ferry, between New-York and Brooklyn (from four cents to two cents for adults, and to one cent for children), will probably be followed by similar reduction wherever more than two cents is charged between the two cities. It was ordered to a third reading to-day.

An animated debate sprung up, in Committee of the Whole of the Assembly, on the bill of Mr. Hennessy of New-York, for "regulating the hours of labor of mechanics, workingmen and laborers employed by the State, or otherwise engaged on public works. The Eight-Hour law was considered in all its aspects, along with reviews of labor and its wages for a long past. Messrs. Bergen, Little, Cohn, Hennessy, Alvord, Lyon, and others, took a hand in, for and against, and several amendments were proposed—the result of which was, that the Committee reported progress when it rose.

A vigorous effort was made in furtherance of the bill for decently sustaining the State Cabinet of Natural History, without requiring Prof. Hall, the Curator, to be annually wasting time in making explanations and waiting appropriations.

The action of the Senate on Canal officers, to-day, would have astonished people at any other time when strange things were of less frequent occurrence about our legislation. Senator Sanford, from Gov. Seymour's neighborhood, offered an amendment that places all the power of appointing and dismissing all employés on their respective sections. Senator Hardenburgh expressed astonishment at this attempt to take away all the power on those subjects lately conferred on the Canal Board. But his effort to defeat Sanford's resolution was negatived. Senator Kennedy then expressed satisfaction at the adoption of Sanford's movement for giving to the Canal Commissioners exclusive power to control the subordinates on the divisions of the Canal system, for the condition of which they are responsible. Senator Hardenburgh said it was monstrous thus to take from the Canal Board most of the power only just given to it. Senator Parker did not see anything very terrible in all this. The Canal Commissioners are all members of Senator Hardenburgh's own party and he had considerable confidence in them if Senator H. had not. The Commissioners are responsible for the welfare of the canals, and the power now proposed to be given them is necessary to secure to the public satisfactory canal navigation. Mr. Sanford's amendment was adopted by a vote of 13 to 7. Senator Lord then offered an amendment authorizing the Canal Commissioners to direct the payment of all moneys for keeping their respective divisions in good repair, the accounts and vouchers to be kept by clerks to be appointed by the Canal Board, and all such accounts and vouchers to be returned to the Auditor of the Canal Department, who was not a member of the Canal Board. (This latter point in the move is remarkable as efforts have been made to abolish the office of Auditor.) This increased the astonishment of Senator Hardenburgh, who said that if things were to go on in this way, he hoped the bill would be referred back to the Canal Committee, but it was not, and Senator Lord's financial amendment was adopted. Another move in this game occasioned additional expressions of astonishment from Senator Hardenburgh, who is Chairman of the Canal Committee, as Senator Sanford followed up the object by offering an amendment that the act shall take effect immediately. Senator Hardenburgh expressed hopes that the new appointees of the Canal Board would be allowed twenty days lease of official life. Senator Parker said this law would not legislate them out of office. It only gave the Canal Commissioners power to remove them if they were not energetic officers. This section also was adopted, and the bill passed to a third reading. This movement is scarcely less remarkable in its way than the proceedings concerning the New-York City Charter.

Assemblyman Flagg, this evening, presented a minority report from the Committee on Public Education, of which he is Chairman. It is adverse to the repeal of the section of law under which sectarian schools are sustained in New-York City. This report is ordered to be printed. The majority report in favor of abolishing sectarian appropriations of school moneys, with a bill for that purpose, was made last week by Assemblyman Lowery of Oneida. The question will come up for discussion as soon as the two reports are printed. Meantime memorials, praying for the abolition of such sectarian appropriations from Common School moneys, are pouring steadily into both Houses from all parts of the State. No report has yet been made on the subject by the Committee in the Senate.

The bill of Senator Cauldwell for abolishing the Metropolitan Police outside of New-York and Brooklyn, is a necessary consequence of its abolition in those cities.

NEW-YORK LEGISLATURE.

SENATE.....ALBANY, March 31.

REPORTS.

Incorporating the Masonic Hall Association of Brooklyn; amending the act relative to laying out streets in Kings County; to amend the revised statutes relative to jury lists; amending the act relating to cruelty to animals; to amend the charter of the Iron Tubular Tunnel Company in New-York and Brooklyn; relative to interpretation in Justices' Courts in Brooklyn; adversely on a bill to prevent kerosene accidents in New-York and Brooklyn—agreed to; to incorporate the American Commercial Association; to prevent encroachments in the Harbor of New-York.

The Assembly amendments to the Brooklyn Police bill were concurred in, and the bill finally passed.

BILLS INTRODUCED.

To abolish the Metropolitan Police District outside of the cities of New-York and Brooklyn.

To regulate the manner of lighting streets in Brooklyn.

BILLS PASSED.

Providing for the incorporation of villages; a general bill providing for the introduction of the European system of steam tunnage on the canals of this State.

The Governor sent in vetoes of two private bills relating to lands held under patent from the State. The vetoes were sustained. Amending the act relative to the publication of the Session laws. [This provides that one paper of each political party shall be selected in each county.]

After debate, the bill appropriating $300,000 for the erection of the New-York Soldiers' Home was referred back to the Committee of the Whole.

The General Canal Appropriation bill came up in Committee of the Whole.

Mr. SANFORD offered an additional section giving the power of appointing subordinates to the Canal Commissioners on each division.

Mr. HARDENBURGH opposed the motion, and asked that it be referred back to the Canal Committee.

Messrs. PARKER and KENNEDY argued in favor of giving the Canal Commissioner, who is responsible for the condition of the division, the right to remove and appoint subordinate officers.

Mr. Sandford's amendment was adopted—13 to 11.

After an Executive session for the confirmation of notaries public, a recess was taken till 7:30 o'clock.

EVENING SESSION.

REPORTS.

Authorizing a donation of lands in New-York to the Hahnemann Hospital. Ordered to a third reading. Confirming the title of the Mayor and Commonalty of New-York to certain lands in that city. Amending the act incorporating Life and Health Insurance Companies. Increasing the salary of the Canal Commissioners to $3,000 a year, and allowing $1,000 for traveling expenses.

Mr. LORD offered an amendment increasing the salary of the Controller to $5,000 a year. Adopted—11 to 10.

Increasing the salary of the Canal Appraisers to $3,000 a year, and allowing $1,000 for traveling expenses. Adjourned.

ASSEMBLY.

GENERAL ORDERS.

The following bills were ordered to a third reading: Appropriating $49,250 to the Willard Asylum for the Insane; providing for the payment of the certificates issued to the survivors of the War of 1812; placing the State Cabinet of Natural History under charge of the Regents of the University, and to be called the New-York State Museum of Natural History; amending the Usury law by providing the rate of interest shall continue as seven per cent for the first year, and at any amount to exceed ten per cent which may be agreed on for an additional year.

This bill was supported by Messrs. FLAGG and VAN STEENBURGH.

Messrs. MOSLEY, SELKREG, and LITTLEJOHN severely denounced the bill.

Mr. FIELDS stated that the Judiciary Committee had reported the bill merely for the consideration of the House.

The enacting clause was stricken out of the bill on motion of Mr. HUSTED.

Regulating ferriage between the Seventeenth Ward, New-York, and Brooklyn, fixing the rate of fare at three cents for adults, and two cents for children.

On motion of Mr. BURNS the rate was fixed at two cents for adults and one cent for children. The bill was then ordered to a third reading.

Increasing the capital stock of the Hercules Life Insurance Company to $150,000; fixing eight hours as the time for a day's work on the public works.

Mr. GREEN moved to strike out eight and insert ten.

Messrs. BERGEN and HENNESSEY opposed the amendment and sustained the bill.

Mr. LYON moved to amend by inserting an exception where parties may contract for a greater or lesser number of hours.

Mr. GREEN withdrew his amendment, and Mr. Lyon's amendment was adopted.

Further debate was had, when Mr. Lyon's amendment was reconsidered and voted down.

Several amendments were made with a view to perfecting the bill, and it was then ordered to a third reading.

REPORTS.

Providing for the disposition of surplus moneys accumulating from foreclosure of mortgages; relative to fees in New-York Justices' Courts; granting new trials in certain cases in Courts of Oyer and Terminer; relative to the Kings County Commissioner of Jurors.

Mr. FIELDS announced that the Conference Committee on Excise have agreed to the amendments made to the bill by the House.

Allowing the Buffalo Assessors to assess for $48,000 for city expenses; to widen and improve a portion of Washington-ave., Brooklyn; amending the charter of Poughkeepsie; authorizing the South Side Railroad Company of Long Island to construct branches; the Syracuse and Onondaga Hills Railroad Construction bill; authorizing the Syracuse and Northern Railroad Company to build a branch road to Liverpool; authorizing the New-York Life Insurance Company to pay certain moneys to the Wadsworth Normal School.

Recess till 7:30 p. m.

EVENING SESSION.

The following bills were referred to the Sub-Committee of the Whole:

Relating to Judges and Commissioners of Appeals; amending the charter of Brooklyn; adding the completion of the Wallkill Valley Railroad; incorporating the National Trust Company of New-York; relative to the Park-ave. Railroad, Brooklyn; amending the Kings County Jurors act; amending the charter of the Nassau Savings Bank, Brooklyn; to complete Fourth-ave., Brooklyn; amending the act relative to parks in Brooklyn; to open Herkimer-place, Brooklyn; to close part of Clove Road, Brooklyn; to secure religious freedom to convicts in State Prisons and Penitentiaries; to incorporate the Manhattan Dispensary, New-York; to extend Irving-place, New-York, in a southerly direction.

REPORTS.

Incorporating the New-York Arcade Railway Company in New-York; also, the East River and Bushwick Underground Railroad bill; encouraging steam towage on the canals; amending the act to facilitate the construction of the Schoharie Valley Railroad; adversely to the repeal of the clause in the New-York Tax Levy in behalf of sectarian schools. (Laid on the table and ordered to be printed. The report was signed by four members—a minority.)

Mr. NELSON reported in favor of granting the seat for the First District of Wayne County to Mr. Wood, the sitting member, who is a Republican.

The report was agreed to unanimously.

Mr. NELSON also reported in favor of granting the seat for the First District of Albany to W. D. Murphy, the sitting member, who is a Democrat.

The report was agreed to.

Mr. ALVORD moved that the Committee report on the Goodrich versus Jones case from Brooklyn by the 5th of April.

Mr. NELSON made a statement showing that the Committee had labored assiduously on the cases before them, and would now take up this case and report as soon as possible.

Mr. Alvord's resolution was tabled.

BILLS INTRODUCED.

Concerning the Brooklyn and Rockaway Beach Railroad, allowing the Company to build a branch; authorizing a railway in Whitehall and other streets in New-York; to consolidate the several acts relative to New-York District Courts; amending the General Railroad act so as to allow municipal corporations to loan stock; amending the act extending powers of the Board of Supervisors in New-York and Kings County; amending the act incorporating telegraph companies; amending the act to prevent frauds in selling railroad and steamboat tickets; relative to opening streets in Brooklyn. Adjourned.

OBITUARY.

WILLIAM V. BRADY.

William V. Brady, who died at his residence in this city on Wednesday evening, has long been widely known in our city as one of our most prominent and useful citizens. He was born at Harlem in this city in 1811, at the birth-place of his mother. He had only the early advantages of a common school education. For a few years he served in offices, and subsequently learned the trade of a jeweler and silversmith, and was at one time extensively engaged in that business in John-st. He retired from business in 1835, and turned his attention to real estate, has dealt largely in it, and was regarded as one if not the best judge of its value in the city.

In 1842 he began to take an active part in political matters, and residing in a strong Whig ward (the Fifteenth), was nominated for the position of Assistant Alderman, on a ticket with Judge Davies; he took a prominent part in the organization of the Common Council in the memorable "Shaler hold-over" year. In 1843 he was elected Alderman of his Ward, and continued to serve as such with ability and fidelity until the Spring of 1847, when the Whigs, having been for several years defeated, elected Mr. Brady as Mayor, he receiving nearly all the votes for that office in the Fifteenth Ward. In 1848 the Democrats brought out their strongest man to run against him, Mayor Havemeyer, who defeated Mr. Brady by less than 1,000 majority. In 1849 Mr. Brady was renominated for the position of Mayor, but declined to run, and was then pressed by all the Whig organizations and prominent politicians, backed by President Fillmore and all the Whig members of Congress from New-York, for Collector of the Port, John Young, the former Governor being his competitor. The contest became so animated that the President took the matter into his own hands, and appointed Hugh Maxwell Collector, Mr. Brady Postmaster, and John Young Sub-Treasurer.

Mr. Brady retired from the Post-Office in 1853, and the large and successful Continental Insurance Company, then about organizing, elected him its President; he faithfully discharged the duties of that position for five years, and then resigned to travel in Europe for a year. In 1853 he was elected a Trustee of the Mutual Life Insurance Company, and has ever since continued an active and valuable member of its Board of Trustees. Since his return from Europe he has been connected with various other important Companies in this city. His time has been mostly devoted, however, to the improvement of real estate; to the appraisement and divisions of large estates; and as a general adviser to a large number of our prominent citizens who often sought his counsel, and cheerfully and wisely followed his suggestions. For the last few months he has been confined to his house. He leaves an unspotted name, and a surviving widow and family, and a large circle of warm and attached friends. His funeral takes place on Saturday, at 2 o'clock, from his late residence in the Fifth-ave.

Mr. Seth Boyden, a well-known resident of Essex County, N. J., died at Middleville yesterday afternoon in the 82d year of his age. Mr. Boyden came to Newark in 1815, and engaged in the manufacture of leather. From that time until his death he resided in or near the city. In 1816 he invented a machine for cutting "brads" by which their cost was largely diminished. At about the same time he commenced to work a machine of his own invention for splitting leather. The manufacture of "patent leather" was begun by him in 1819, and the business which he then started now forms one of the most important of the business enterprises of Newark. He made the first specimens of malleable iron in 1826, and continued its manufacture until 1831; perfected the first locomotive with a driving rod outside the wheel; invented (simultaneously with others) the steam "cut-off;" produced the first daguerreotype in America; assisted Prof. Morse in working out the theory of electric telegraphy; invented the process of making the zinc known as "spelter;" discovered the method of making Russian sheet-iron, which he manufactured, but at so great a cost that he could not compete with the imported article, and patented a "hat body doming machine," which is now used in all hat manufactories in this country. In his later years Mr. Boyden gave his attention to agriculture, and many of the most celebrated descriptions of strawberries were his.

Intelligence has been received in this city of the death of the Rev. Archibald Foss at Clarens, Switzerland. Mr. Foss retired from the ministry about a year ago, on account of ill health, and since that time has traveled in Europe. He was much esteemed by the members of the Methodist Church. He was a ripe scholar, and in 1861 was appointed Professor in the Wesleyan University. He joined the New-York Conference in 1852, and during the following year was stationed at Lenox. In 1854 and 1855 he was pastor of the Morrisania Mission, and in 1856 was transferred to the Thirtieth-st. Church. In 1858 he was associated with the Rev. Dr. McClintock, at St. Paul's Church. In 1860 he was sent to Tarrytown, and from 1863 to 1865 was Presiding Elder in the Poughkeepsie district. In 1866 he was again pastor of the Thirtieth-st. Church, and in 1868 he officiated at Sing Sing. About this time his health failed, and he was added to the supernumerary list. His brother, the Rev. C. D. Foss, is at present pastor of the Trinity Methodist Church in Thirty-fourth-st.

The Rev. Tobias Ham Miller, senior Editor of *The Portsmouth* (New-Hampshire) *Chronicle*, died in that city on Wednesday, at the age of 68. Mr. Miller was the original "Uncle Toby" of *The Boston Carpet Bag*, and has been connected as editor or proprietor with many different papers. He has been on *The Chronicle* during the past 18 years, and published *The Portsmouth Journal* for 20 years. Nearly 50 years ago he worked upon *The Newburyport Herald* with William Lloyd Garrison. He was at one time settled in Maine as an orthodox clergyman, but during the latter part of his life has been a firm Universalist. A short time before his last illness he completed a series of articles upon the Portsmouth Privateers of 1812, which will undoubtedly be given to the public.

THE MECHANICS' AND TRADESMEN'S SCHOOL.

The closing exercises of the Evening School of the Mechanics' and Tradesmen's Society for the present term were held last night at the school-rooms, No. 472 Broadway. The school is open to all mechanics' apprentices, and is doing an excellent work among them. It is now in its 14th year, and has 450 pupils. These are instructed in such branches of drawing and designing as will tend most to assist them in their respective professions. Mechanical and machine drawing, and all kinds of architectural and mathematical work come within the scope of the institution. Graduates of this school may be found in charge of some of the largest designing rooms in the city. The school has been in charge of Mr. H. H. Winans, to whom the credit of its success is chiefly due. Among the gentlemen present last evening were Peter Cooper, James W. Gerard, Messrs. Ockershausen, Patterson, Gedney, and others of the Committee. A very large number of the drawings which have been made during the term were exhibited, and speeches were made by a number of gentlemen, interspersed with music. At the close of the entertainment, diplomas were awarded to 25 students, who have completed a five years' course in the school, and certificates of excellence were given to 40 others, whose tasks have been specially well performed. The hall was crowded during the evening by an interested audience of all ages.

LABOR MOVEMENTS.

Four months ago the bricklayers of Yonkers left work because of a threatened reduction of wages from $4 50 to $3 50. To-day work will be resumed at $4 a day.

A number of iron-molders, shoemakers, brown-stone cutters, and laborers are on strike in Brooklyn against a reduction of wages or for shorter hours of labor.

The custom tailors employed in a clothing manufactory in Fifth-ave., having proved victorious in a strike against a reduction of wages, yesterday struck against the employment of several non-Society men who had taken the places of the Union men.

A strike in a Canal-st. upholstering establishment was ended yesterday, by the proprietors agreeing to increase wages about 15 per cent. This success, it is said, has suggested to the workmen in similar establishments to move for an increase of wages.

On Sunday, the barbers, tinsmiths, and upholsterers will hold trades meetings.

Some members of the Stone-Cutters' Union made an attack yesterday on the non-Society men employed in Mr. Westervelt's yard. The men at work resisted and a general fight followed, which was only ended by the arrival of a squad of police, who arrested nine of the assailing force. Three were subsequently released by Justice McQuade and six filed bonds to keep the peace for six months.

THE SLEEPY HOLLOW TRAGEDY.

In the Court of Oyer and Terminer at White Plains, yesterday, the trial was continued of Buckhout for the murder of his wife and Mr. Charles Randell, at Sleepy Hollow on New Year's day. The examination of Dr. Brown of the Bloomingdale Asylum was resumed, and his declarations inclined to the supposition that Buckhout's actions and manners indicated insanity. Drs. Shore, Pelton, and Clark gave concurrent opinions as to evidences of insanity. Other witnesses were examined as to the earlier career of Buckhout, but gave no evidence material to the case.

The Rev. F. E. Woldehnke lectured last evening at the Cooper Institute to a large and attentive audience, on the "Lights and Shadows of German life in America," for the benefit of the new German Church in Thirtieth-st. The mixed choir of the Broome-st. German Church and the Mannerchor Cecilia sang some compositions creditably.

At the meeting of the Polytechnic Branch of the American Institute, last night, Mr. John W. Sutton of Oregon, exhibited an improved dynamometer; Mr. Wilcox read a paper on steam generators and exhibited a diagram of a tubular boiler, in which the tubes are inclined instead of being perpendicular, and Mr. Jonathan Amory of Boston read a paper on smelting furnaces. A long discussion ensued on the subject of these papers.

The General Ticket Agents, who have been holding a Convention at the Fifth-ave. Hotel since Wednesday, gave a grand dinner there yesterday. The Committee on rates reported a reduction of from five to ten per cent on the prices of tickets over roads between New-York and points South and South-West. With this exception the rates will remain as heretofore. Delegates were present from 65 roads. In the evening the members of the Convention and their friends, on invitation of James Fisk, jr., went to see the "Twelve Temptations," at the Opera House.

A Home for Aged and Indigent Jewesses is to be established, and it is thought that by the first of next month a suitable building will be obtained. At present, the ladies of the B'Nai Jeshurun congregation have the use of the basement of the Synagogue in Thirty-fourth-st, and meet twice a week to give out work to deserving poor women. Several clothing and dry-goods merchants have consented to furnish material to be manufactured, and promise to pay the highest rates for work done. When the Home is secured, women will be permitted to take work to their own rooms, if they prefer that to sewing in the workroom of the Institution.

HOME NEWS.

THE WEATHER.

New-York.	Hour.	Ther.	Bar.	Wind.		Hour.	Ther.	Bar.	Wind.
Mar. 31.	7	44°	30.23	N.E.	Mar. 31.	6	47°	30.19	N.E.
	12	50°	30.23	N.E.		9	45°	30.29	N.E.
	3	54°	30.20	N.E.		11	42°	30.32	N.E.

REMARKS.—Yesterday (Thursday, the 31st) was a windy, blustering day, with a mild temperature, and partially sunny. The sky was generally very hazy throughout the 24 hours, but clear and full at 6:40 a. m. March 31st last year was nearly a similar day but colder. Ther. 7 a. m., 46°; 3 p. m., 47°; 11 p. m., 36°.

PROMINENT ARRIVALS.

St. Nicholas Hotel—The Hon. Ira Harris, Albany; Col. W. Beckwith of Philadelphia; Col. Thomas Dodamead of Richmond, Va.; James F. Joy of Detroit; Major Beardsley of Auburn, N. Y.; Thomas D. Shipman of Quebec, and Willis Phelps of Springfield. ═══ St. Denis Hotel—Ex-Congressman Vidal of Louisiana. ═══ Albemarle Hotel—The Marquis de Canissey of France, and A. M. Ramsdell of Connecticut. ═══ Fifth Avenue Hotel—Gen. F. A. Starring and Nathaniel Paige, Washington; ex-Senator Mattoon of Oswego, and G. B. Loring, Massachusetts. ═══ Metropolitan Hotel—The Hon. C. C. Bowen, M. C., South Carolina. ═══ Brevoort House—Gen. J. B. Frisbie of California.

THE CITY.

Two witnesses were examined yesterday in the Howard counterfeiting case, which was adjourned to 1 p. m. to-day.

Yesterday there were 63 ships, aggregate 75,209 tuns; 87 barks, 42,888 tuns; 81 brigs, 20,395 tuns; 99 schooners, and 65 steamers in the Port of New-York.

The investigation into the circumstances connected with the murderous assault on John Kelly on the 23d instant, has been again postponed by Coroner Flynn.

There was no quorum of either branch of the Common Council yesterday, a large proportion of the members being in Albany.

The Rev. Wm. H. Pendleton delivered the second of his three lectures last night, in the Plymouth Baptist Church. The subject was, "The Holy Land via the Classic Sea." The church was filled.

A meeting of the Army of the Cumberland Association will be held at the Astor House to-day, to take suitable action in reference to the late Gen. Thomas. A delegation of about 200 will attend the funeral at Troy.

Joseph Becherer, age 17, of No. 516 Fifth-st., was stabbed in the back, last evening, by Frank Bollman of No. 165 Avenue B. His wound was dressed by Dr. Frazier, and he was sent home.

As an experiment in coöperative housekeeping, Mr. and Mrs. Samuel Leavitt, Eleanor Kirk, and others, are about to establish a Home in this city similar to that of Dr. Dio Lewis in Boston.

The steamers State of New-York and City of Hartford are making their regular daily trips at 4 p. m. from Peck-slip for Hartford, and connecting as usual for towns above that city. The boats have been put in fine order for this season's business, and are well patronized by the traveling public.

An inquest was held yesterday by Coroner Flynn, at the Fifth-Avenue Hotel, over the remains of Eddie Cornell, aged 8 years, who fell over the banisters of the fourth floor and was killed. A verdict of accidental death was rendered. The child was a son of the Surveyor of the Port.

Geo. Wm. Curtis last evening delivered his lecture, "Charles Dickens," at Dr. Chapin's Church. The audience was numerous, and frequently testified by applause their approbation of the sentiments uttered by the lecturer. Previous to the lecture the organist performed several choice selections.

The "Holland" Society gave a dramatic and musical entertainment and ball last evening in the Casino. "The Lawyer's Clerk" was performed, and Mr. Rairmeister and Miss Mitthaner sang some solos. The good Dutch folks seemed to enjoy the performances, and subsequently danced vigorously until an early hour this morning.

Rittner and Degraw were taken before Justice Scott, at the Essex Market Police Court, yesterday. Mr. Jackson, whom they so brutally assailed and robbed, was not able to appear, and Officer King, one of the detectives who made the arrest, made a complaint in his stead. The men were committed to await the recovery of Jackson.

Shipowners and shipmasters will be interested in knowing that the Consolidated Towboat Company, whose tugs have towed vessels from the Passes to New-Orleans, is this day dissolved, and that the boats of the "Good Intent," "F," "Ocean," and other lines will now work in opposition. The rates of towing will probably be considerably lessened.

Justice Dowling has committed Wm. Cunningham for having snatched from Thomas O'Neill of No. 551 East Forty-second-st., a wallet containing $45, while leaving an office in Hoboken-st....Frank Shaker and James Conway, the young men who hired a horse and carriage, valued at $400, at the livery stable of John W. Wilson, No. 249 West Twenty-eighth-st., and sold the property in Burlington, N. J., have been committed for trial.

It is ordered by the Commissioners of Charities and Correction that milk and beef tea be substituted for whisky as an invigorator to convalescents. The substitutes, it is thought, will prove as nourishing if not quite as exhilarating as the whisky. The Commissioners have directed that prison officials give every facility to Dr. Hudson, who is to colrect statistics on alcoholism and habits of prisoners. Since the 18th of March the receipts of the department were $2,153 63.

Willard Ferguson, who is indicted for perjury at the McHenry trial, and who has been lying in Ludlow-st. Jail for about a year in default of $20,000 bail, was brought before Commissioner Shields yesterday, and released in $2,000 bail, District-Attorney Pierrepont having directed the amount of the bond to be reduced in consequence of Ferguson's long imprisonment, and in view of certain newly discovered facts and documents which suggest grave doubts as to the defendant's guilt.

Mr. Hunter, purser of the steamer Venezuelan, the passengers of which were transferred to the Camilla, says that his vessel was abundantly supplied with material from which to construct a temporary rudder, and that it was the intention of Capt. Cowell to first stop the leak, which was about seven inches wide and ten inches long (not seven feet by ten feet as stated by one paper yesterday), and then to fit some kind of steering apparatus. The passengers are now at the Stevens House. Strong hope is expressed among shipping men that the steamer will reach a port.

Pending an action for divorce, a Mrs. Sperry, who is now living in Fifty-seventh-st., called at the house of her husband in Morrisania, during his absence, on Wednesday, and endeavored, with the assistance of two men, to obtain possession of a daughter, age three years. The housekeeper and a man-servant resisted, and a fight followed, in which the housekeeper received some severe wounds and bruises. Subsequently Mrs. Sperry and one of the men were arrested, and yesterday Justice Hauptman of Morrisania held Mrs. Sperry to bail to answer, on Wednesday next, a charge of assault. The Justice intends to keep the child until the Supreme Court makes a decision in the divorce case.

The Tax payers' Association of the Twentieth Ward held a meeting last night to oppose the paving of Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth and Thirtieth-sts., with the Stowe Pavement. The meeting was large and enthusiastic, about 300 tax payers being present. Mr. Darnell of the Croton Board gave some information in regard to the patent pavements, and expressed the opinion that they should not be laid down against the wishes of the citizens. A committee was appointed to present the thanks of the Association to the Mayor for his action in vetoing the ordinance authorizing the laying of these pavements, and it was decided to employ counsel and press the matter of the legality of the question immediately.

Coroner Keenan will hold an inquest to-day, at No. 420 West Nineteenth-st., over the body of Frank Van Tine, who was run over on Wednesday evening by a freight car of the Hudson River Railroad Company. Van Tine was riding up town on the car, and his hat blew off. In attempting to recover it, he fell from the car, and the wheels passed over his thigh, causing his death a few hours later....Coroner Rollins yesterday held an inquest at No. 212 East Twenty-first-st., over the body of David Barrow, a baker, who was killed on Wednesday by a brick oven caving in on him. He was engaged in cleaning out the oven at the time....Also, over the body of John Sehl, a laborer, who died at No. 8 Vandewater-st., from injuries received by falling from a ladder in Beekman-st. a few days ago.

BROOKLYN.—At 4 a. m. yesterday, a fire, cause unknown, broke out in the soap-stone manufactory of A. S. Barnes & Co., No. 62 John-st. Damage, $7,000.

In the Supreme Court, before Judge Pratt, William Howard sued Anton Gross to recover $600 alleged to be due on a lease. Verdict, $400 for plaintiff.

Gen. Stewart L. Woodford has written a letter to the newly-appointed Assessor of the Second District, Mr. A. G. Allen, in which he strongly protests against the anticipated removal of those of his force who have been soldiers.

William E. Hendrickson, aged 40, yesterday attempted to commit suicide by jumping from a South Ferry boat. He was rescued by the deck-hands and taken to the Forty-first Precinct Station. He lives at No. 1 East Baltic-st., and is evidently deranged.

The case of J. R.