IMPORTANT FROM WASHINGTON.

Presentation to Gen. Grant of His Commission as Lieutenant General.

Speech of the President and the General's Reply.

General Grant to Continue in Active Service in the Field.

Contradiction in Reference to an Intention of France to Recognize the Rebels.

PROCEEDINGS OF CONGRESS YESTERDAY

The Sale of Surplus Gold in the Treasury Likely to be Authorized, &c., &c., &c.

WASHINGTON, March 9, 1864.

PRESENTATION TO GENERAL GRANT OF HIS COMMISSION AS LIEUTENANT GENERAL.

The President of the United States this afternoon formally presented to Major General Grant his commission as Lieutenant General. The ceremony took place in the Cabinet chamber, in the presence of the entire Cabinet, General Halleck, Representative Lovejoy, General Rawlings and Colonel Comstock, of General Grant's staff, the son of General Grant and Mr. Nicolay, the private secretary of the President.

REMARKS OF THE PRESIDENT.

General Grant having entered the room, the President rose and addressed him thus:—

General GRANT:—The nation's appreciation of what you have done, and its reliance upon you for what remains to do in the existing great struggle, are now presented with this commission constituting you Lieutenant General in the army of the United States. With this high honor devolves upon you also a corresponding responsibility. As the country herein trusts you, so under God it will sustain you. I scarcely need to add that with what I here speak for the nation goes my own hearty personal concurrence.

GENERAL GRANT'S REPLY.

To which General Grant replied as follows:—

Mr. PRESIDENT—I accept this commission with gratitude for the high honor conferred. With the aid of the noble armies that have fought on so many fields for our common country it will be my earnest endeavor not to disappoint your expectations. I feel the full weight of the responsibilities now devolving on me, and I know that if they are met it will be due to those armies, and above all to the favor of that Providence which leads both nations and men.

The President then introduced the General to all the members of the Cabinet, after which the company were seated and about half an hour was spent in social conversation.

General Grant has signified his unwillingness to leave the field. His advice will be asked in reference to the programme for the spring campaign; but he will not be confined here as General-in-Chief.

The Senate galleries were unusually crowded to-day, in consequence of the expectation of seeing General Grant on the floor. A slight sensation was occasioned by the appearance of Col. Streight, a few mistaking him for the hero of the West.

THE REPORT OF NAPOLEON'S INVITATION TO RECOGNIZE THE REBELS UNFOUNDED.

The report in the London *Morning Post* that France was renewing negotiations with a view to a recognition of the rebels by Great Britain and France, and in case of the failure of a negotiation, then for France to act alone, is pronounced by the State Department entirely groundless.

THE GOLD BILL IN THE SENATE.

The Finance Committee of the Senate to day reported back the emasculated Gold bill which passed the House yesterday, with an amendment authorizing the Secretary of the Treasury to dispose of the surplus gold on hand. The jump of four and a half per cent in the premium of gold upon the action of the House has considerably alarmed members of both houses, and has made more apparent the necessity of the passage of some provision which shall tend to keep down speculation and prevent excessive depreciation of the currency. The bill will now unquestionably be passed, authorizing the Secretary to sell the surplus on hand.

THE FINANCES OF THE UNITED STATES.

It appears from the United States Treasurer's statement for the month ending with February that of the twenty-eight millions subject to draft fourteen millions are in New York, three millions seven hundred thousand in San Francisco, and eight millions in the national banks. The amount on deposit in coin at the various depositaries is stated to be twenty-five millions six hundred and fifty-six thousand dollars, of which eighteen millions are in New York, four millions six hundred and fifty-six thousand are in San Francisco and one million in Baltimore.

THE BILL FOR IMPROVING WASHINGTON AND NEW YORK MILITARY AND MAIL COMMUNICATION.

The bill reported to-day to declare the Raritan and Delaware Railroad a military road is understood to be purely a speculation, born in Wall street, to compel the Camden and Amboy road to buy out the franchise.

THE GUNBOAT TITAN BURNED BY THE REBELS IN PIANKATANK RIVER.

The officers of the steamer Baltimore, which arrived here yesterday, make a statement which sets at rest all doubt as to the fate of the gunboat Titan, recently captured by the rebels on Chesapeake Bay. They say that the Titan, in charge of a rebel raiding party, was discovered at about four o'clock on Saturday afternoon by the Baltimore, slowly hugging the shore in the Piankatank river; but on reaching the mouth of the Piankatank she increased her speed and travelled up the stream. One of the Union gunboats, the Tulip, was immediately despatched after her, but she escaped, as the Tulip, on account of the shallow water, was not able to follow her. The Titan was taken to a place called Freeport, where she was burned by the rebels on Monday morning, after her machinery was removed. The goods were received at this place on Monday, and some of the captors were about to have an auction sale; but the gunboat making her appearance, the goods were hastily removed inland.

The officers of the Baltimore learned in Piankatank that the raiders were led by Lieutenants Maxwell and Fitz Hugh, formerly of our navy. For the same reason that the Tulip was unable to overhaul the Titan, the boats of the expedition failed to ascend as far as Freeport.

THE TRANSFER OF MEN FROM THE ARMY TO THE NAVY.

The President has prescribed the necessary regulations for enlisting seamen from the army into the navy, and the Secretary of War has designated the entire number—not exceeding twelve thousand—which it is desirable to have at each of the naval stations fixed upon by him, as follows:—At Cairo one thousand; Boston, two thousand; New York, five thousand; Philadelphia, three thousand; Baltimore, one thousand. The following quotas are assigned:—Department of the East, three thousand; Middle Department, one thousand five hundred; Department of Virginia and North Carolina, one thousand five hundred; Department of Washington, two thousand five hundred; Department of Susquehanna, two thousand; Department of the Monongahela, five hundred; Northern Department, one thousand. Commanding generals of departments are required to communicate with the Navy Department, and cause the men selected for transfer to be sent to the designated stations in such numbers as may be fixed by the Secretary of the Navy. Each commanding general of an army or department which has been required to furnish a quota for transfer to the navy is required at once to designate one or more officers as may be required to examine the applications, and determine from them according to the qualifications of the applicants, and the number to be furnished, and what men shall be transferred to the navy, care being taken that transfer enlistments shall be so apportioned among the companies of each command that no regiment shall be reduced below the minimum organization.

ADMIRAL WILKES' TRIAL.

The trial of Admiral Wilkes, upon the charge of disobedience of orders, was begun to-day. The principal feature of the charges is the publication of his letters to the Navy Department without the consent of the Secretary.

THE MISSOURI IMBROGLIO AGAIN.

The speech of Mr. McClurg, of Missouri, in reply to the attacks made by his colleagues, Messrs. Frank Blair and King, upon himself and the other members from that State, classed as radicals, was a most severe castigation of these gentlemen, and exposition of the motives which actuated Mr. Blair in his violent and continual abuse of Mr. Chase. He went at length into the past political history of his conservative colleagues, to show that they had been on both sides of the slavery question, King changing alternately from one side to the other, as one or the other was for the time uppermost, until now they occupied an anomalous position, neither on one side nor the other. He denounced them as malicious and malignant slanderers, and accused them of wilful falsehood and misrepresentation of himself and his colleagues. The greater part of his speech was devoted to Blair, and his statements and assertions were most damaging to that gentleman, and he appeared to be quite uneasy under the infliction. He read the celebrated order, signed by Blair and eight staff officers, ordering some ten thousand dollars worth of wines and liquors while the army was before Vicksburg, which were stopped by the trade agents, and thus what was intended to be a very profitable speculation in contraband goods was defeated. This, he said, might explain the animosity of the gentleman towards the Secretary of the Treasury and his trade regulations and agents. Mr. Blair denounced the order as a forgery; but McClurg said when he had some better evidence of the fact than the assertion of his colleague he would make all necessary explanations. The speech created considerable impression. Mr. Blair did not attempt to reply to it.

This Missouri quarrel has already occupied a large portion of the time of the House, which should be devoted to more legitimate business, and its discussion only serves to exhibit to the country the demoralized condition of all parties in Missouri, and weary those who are compelled to listen to the mutual criminations of these men.

SENATOR POMEROY ON THE CHASE CIRCULAR.

Senator Pomeroy has the floor in the Senate to morrow, and will take occasion to define his position. It is understood among his friends that he will frankly avow the authorship of the celebrated circular, and defend the position he has assumed.

SENATOR GARRETT DAVIS ON NEGRO ENLISTMENTS.

Mr. Davis inflicted another long speech on the Senate to-day, consisting principally of repetitions of his previous arguments. The Senators manifested considerable impatience at times, and occupied the afternoon in reading the newspapers and chatting on the sofas in the chamber. Less attention has not been paid any speech during this session of the Senate.

GENERAL M'CLELLAN CHOSEN PRESIDENT BY THE INVALID SOLDIERS.

Mr. Lincoln, Mr. Chase and General McClellan were nominated for the next Presidency at one of our hospitals a few days since, and the votes of the inmates taken. Of three hundred votes polled two hundred and fifty-three were for General McClellan.

FUNERAL OF LIEUTENANT CALDWELL.

The funeral of Lieutenant Caldwell, late Acting Assistant Inspector General, took place to-day. The military display was unusually fine.

THIRTY-EIGHTH CONGRESS.

Senate.

WASHINGTON, March 9, 1864.

ARMY CHAPLAINS.

Mr. WILSON, (rep.) of Mass., reported from the Military Committee the bill relating to chaplains, and for other purposes, without amendment.

ENLISTMENTS OF RESIDENTS OF ONE STATE INTO REGIMENTS OF ANOTHER.

Mr. WILSON, from the Military Committee, also reported the bill to provide for the voluntary enlistment of any persons residents of certain States into the regiments of other States.

THE OBJECTS OF THE WAR AND THE MEANS TO BE USED IN ITS PROSECUTION.

Mr. WILSON also reported a bill from the same committee, as a substitute for Mr. Carlile's resolutions, declaring

That the objects of the war are the subjugation of the rebels in arms to the rightful authority of the United States and the re-establishment of such authority; that, in the prosecution of the war, the United States may adopt whatever measures, not inconsistent with the rules of civilized warfare, may be deemed necessary to secure the public safety now and hereafter; that any person born and residing in the United States, whether bond or free, owes allegiance to the United States, and this allegiance is paramount to any duty which such person may owe to any State or individual; that the constitution of the United States does not recognize slaves as property, but as persons owing service or labor in certain States, under the laws thereof, and it is the right and duty of the United States to offer such persons such inducements as are best calculated to enable them to give to their country the paramount allegiance which they owe, and that the proclamation of emancipation issued by the President of the United States on the 1st day of January, 1863 was a measure necessary for the common defence, sanctioned by the spirit of the constitution, and by the law and practice of nations and said proclamation is hereby declared to have the force and effect of law, anything in the law or constitution of any State to the contrary notwithstanding.

SALES OF GOLD BY THE SECRETARY OF THE TREASURY.

Mr. SHERMAN, (rep.) of Ohio, reported from the Finance Committee the House joint resolution to authorize the Secretary of the Treasury to anticipate the payment of interest on the public debt, with an amendment, as follows:—

"And he is hereby authorized to dispose of any gold in the Treasury of the United States not necessary for the payment of interest on the public debt."

The resolution was made the special order for to-morrow, at half-past twelve o'clock.

A NEVADA BRANCH MINT.

Mr. CONNESS, (rep.) of Cal., introduced a bill to enable the Secretary of the Treasury to obtain a title to the lands in Nevada, for the purpose of establishing a branch mint there. Referred to the Committee on Public Lands.

THE RESTITUTION OF FUGITIVE SLAVES.

The consideration of the bill repealing all acts for the rendition of fugitive slaves was, on motion of Mr. SUMNER, (rep.) of Mass., at the suggestion of Mr. HENDRICKS, (opp.) of Ind., postponed until Wednesday next.

A CONFERENCE COMMITTEE ON THE DEFICIENCY BILL.

A message was received from the House announcing their non concurrence in certain amendments of the Senate to the bill to supply deficiencies, and that they had appointed a Committee of Conference on the subject to meet a similar one on the part of the Senate.

On motion of Mr. FESSENDEN, (rep.) of Me., the Senate insisted upon its amendments, and the Chair was authorized to appoint a committee to meet that of the House.

THE CALL FOR THE DOCUMENTS OF THE M'DOWELL MILITARY COMMISSION.

The joint resolution of Mr. Powell, as amended by Mr. Grimes, came on as the unfinished business of yesterday, the pending question being the amendment of Mr. Lane, of Kansas, leaving it optional with the President to decide whether the transmission of the papers called for was compatible with the public interests.

The amendment was adopted, and the resolution, as amended was, after debate, rejected, by a vote of 25 to 11, as follows:—

YEAS—Messrs. Buckalew, Carlile, Davis, Hendricks, Johnson, Lane of Ind., Lane of Kansas, Nesmith, Powel, Riddle, Wright.

NAYS—Messrs. Anthony, Brown, Chandler, Conness, Dixon, Doolittle, Fessenden, Foot, Foster, Grimes, Harlan, Harlan, Harris, Howard, Howe, Morgan, Pomroy, Ramsey, Sherman, Sumner, Ten Eyck, Wade, Wilkinson, Willey, Wilson.

PRAYER FOR A DOG TAX.

Mr. SHERMAN submitted a memorial from the officers and members of the Ohio Wool Growing Association representing that from reliable data, and in the belief of the Association, five hundred thousand dogs infest the State of Ohio. The memorial adds that a partial record of the damages done to the sheep and husbandry of Ohio amounts to one hundred thousand dollars per annum. The memorialists pray for a revenue tax of one dollar upon each dog.

THE SECRETARY OF WAR AND THE PREACHERS.

Mr. POWELL, (opp.) of Ky., gave notice of his intention at a subsequent day to introduce a bill preventing the Secretary of War from interfering with ministers of religion.

PAY OF COLORED TROOPS.

The bill equalizing the pay of colored troops came up in order, and Mr. DAVIS, (opp.) of Ky., addressed the Senate at length in support of his amendment allowing the district courts to appoint commissioners to ascertain and award to loyal owners a just valuation for their slaves. He commented severely on the policy of the government in paying as full compensation to the loyal master for his slave taken into the service, the arbitrary sum of three hundred dollars prescribed in the bill, when, even now, in Kentucky, if the people were relieved from the aggressive and unjust policy of the government, the average value of the negroes would be twelve hundred dollars. Mr. Davis concluded his speech at twenty minutes past four o'clock, when the Senate went into executive session, and upon the opening of the doors again adjourned.

House of Representatives.

WASHINGTON, March 9, 1864.

PARKERSBURG A PORT OF DELIVERY.

The House passed the Senate bill constituting Parkersburg, West Virginia, a port of delivery.

THE EXEMPTION OF UNITED STATES BONDS FROM TAXATION.

Mr. KERNAN, (opp.) of N. Y., offered a preamble setting forth that, whereas, the law exempts United States bonds from taxation, thus enabling corporations and individuals to withdraw a large amount of personal estate from taxation, and escaping their just share of burdens, which are chiefly thrown on real estate, therefore it is

Resolved, That the Committee on Ways and Means be instructed to inquire into the expediency of so changing the law as not to exempt such bonds from State and municipal taxation.

The resolution was adopted.

REIMBURSING SOLDIERS FOR LOSS OF CLOTHING, ETC.

Mr. FARNSWORTH, (rep.) of Ill., from the Committee on Military Affairs, reported back sundry memorials and resolutions to reimburse soldiers for clothing lost and destroyed while on the march or in battle, and asked to be discharged from their consideration, on the ground that the law of July, 1862, authorizes the Secretary of War to furnish clothing to sick, wounded and other soldiers who have lost the same by the casualties of war, and therefore no further legislation is necessary.

PROTECTION FOR WESTERN EMIGRANTS.

Mr. BLAIR, (rep.) of Mo., from the Committee on Military Affairs, reported a bill for the protection of emigrants to the Territories, which was passed.

The bill provides that arms, accoutrements and munitions may be distributed to emigrants passing through hostile Indian countries, to be issued under such regulations as the Secretary of War may prescribe, and that all persons availing themselves of this provision shall be organized into companies.

A BUREAU OF MILITARY JUSTICE.

Mr. SCHENCK, (rep.) of Ohio, from the Committee on Military Affairs, reported a bill to establish a Bureau of Military Justice, to be connected with the War Department.

The bill provides that a Judge Advocate General, with the rank of brigadier general, and two assistants, with the rank of colonel, shall compose such bureau.

The bill was passed.

REGULATION OF THE DISMISSAL OF MILITARY AND NAVAL OFFICERS.

Mr. GARFIELD, (rep.) of Ohio, from the Committee on Military Affairs, reported a bill, which was passed, regulating the dismissal of officers from the military and naval service.

THE THANKS OF CONGRESS TO GENERALS GRANT, THOMAS AND ROSECRANS AND THEIR OFFICERS AND MEN.

Mr. GARFIELD, (rep.) of Ohio, from the Committee on Military Affairs, reported back with amendment, the Senate's joint resolution of thanks to Major General George Thomas and the officers and men under him for bravery and courage at Chickamauga, and requesting the President to communicate this resolution in suitable terms to that General. The amendment provides for thanks jointly to Generals Rosecrans and Thomas, and in that form was passed.

VOLUNTEER ENGINEERS FOR THE ARMY OF THE CUMBERLAND.

Mr. GARFIELD also reported a bill authorizing the formation of a regiment of veteran volunteer engineers in the Army of the Cumberland, to serve three years or during the war, the men to be credited to the States or sub-division of States from which they are enlisted. The bill was passed.

PASSAGE OF THE BILL TO IMPROVE RAILROAD TRANSPORTATION BETWEEN NEW YORK AND WASHINGTON.

Mr. DENING, (rep.) of Conn., from the Committee on Military Affairs, reported a bill to declare certain railroad routes military and post roads.

The bill makes the Camden and Atlantic Railroad, with the branches built and to be built, and the Raritan and Delaware Bay Railroad, public highways of the United States. It also recognizes these roads, with the ferries between Camden and Philadelphia and Port Monmouth and New York city, as a post and military route for the transportation of mails, troops and munitions of war, and for the transportation of goods and merchandise of foreign production, across the State of New Jersey, under permits granted by the Collectors of the ports of the United States, authorized to grant the same, and for commerce among and between the several States of the United States.

The roads above mentioned are empowered to complete and operate these roads and their branches for the transport of passengers and merchandise of all descriptions between the cities of New York and Philadelphia, and between the intermediate places, and for commerce among the several States, anything in any laws of the State of New York or the State of New Jersey to the contrary notwithstanding.

THE EXECUTIVE, LEGISLATIVE AND JUDICIARY APPROPRIATIONS.

The House then went into Committee of the Whole on the State of the Union and took up the Legislative, Executive and Judiciary Appropriation bill.

Mr. McCLURG, (rep.) of Mo., proceeded to notice the former remarks of his colleagues (Messrs. King and Blair), saying they were unprovoked and malicious, and supported only by falsehoods. He spoke of their speeches as efforts of dying men to prolong their lives, and of their heads being in proximity, while their coat tails were pinned together, feeling that he must make an example of old age. Mr. McClurg reviewed the political course of Mr. King, who, he said, was a strong pro-slavery man in 1848; but, tacking himself to the skirts of Mr. Benton, he veered to the northern side of the line, and was now trying to fix himself to President Lincoln. Prudence dictated that the President, who was now in deep water, should dispense with such a dead weight. Having disposed of Mr. King, Mr. McClurg turned his attention to Mr. Blair, and defended himself and his radical colleagues from their unjustifiable attacks. He spoke of Mr. Blair as a political roué, whom the radicals could not take into fellowship. His colleague (Mr. Blow), who had been abused by Mr. Blair, presented, at his own expense, a flag to the regiment commanded by Mr. Blair, and sent to it five hundred woollen shirts. Besides, his colleague (Mr. Blow) was among the most liberal of those who contributed of their means in works of benevolence. To attempt to blacken the character of Mr. Blow was the fit work of a renegade, and it was said that one renegade was worse than two Turks. In conclusion, he said he had given the character of these politicians, who are seeking to rule Missouri, and that it would require another hour to give them what they do not desire—namely, justice.

The various items of the bill were then considered. They appropriate for salaries and expenses of the several departments heretofore provided for by law. The section relating to the Department of Agriculture gave rise to much discussion, involving the question of economy. Several gentlemen protested against retrenchment commencing with the agricultural interest, saying more money was wasted by the debate than it was proposed to save by amendment.

Mr. STEVENS, (rep.) of Pa., noticing the remarks of gentlemen, said if agriculture seemed to be damaged because of increased prices, they had better stop eating and buying turkies and drinking the whiskey which was additionally taxed the other day. Prices were twice as high as formerly, and if for this reason they were going to cripple agriculture they might as well starve at once.

Without disposing of the subject the committee rose, and the House, at five o'clock, adjourned.

CITY RAILROADS.

A Message from Mayor Gunther.

The following interesting message from the Mayor on the subject of the management of the public streets was yesterday read in the proceedings of the Common Council:—

MAYOR'S OFFICE, NEW YORK, March 9, 1864.

TO THE HONORABLE THE COMMON COUNCIL:—

GENTLEMEN—The city of New York, under her ancient charters, has the right to regulate the use of the streets of the city. In the enumeration of the rights, franchises and powers of the municipality of New York contained in the Dongan charter will be found a grant of "all and every of the streets, lanes, highways and alleys within the said city of New York and Manhattan's Island aforesaid, for the public use and service of the said Mayor, Aldermen and Commonalty of the said city, and of the inhabitants of Manhattan's Island aforesaid, and travellers there; together with full power, license and authority to the said Mayor, Aldermen and Commonalty and their successors forever, to establish, appoint, order and direct the establishing, making, laying out, ordering, amending and repairing of all streets, lanes, alleys, highways, waters, watercourses, ferries and bridges in and throughout the said city of New York and Manhattan's Island aforesaid, necessary, needful and convenient for the inhabitants of said city and Manhattan's Island aforesaid, and for all travellers and passengers there."

The Montgomerie charter confirms those rights in the following explicit language:—

"And we do further, for us, our heirs and successors, give, grant, ratify and confirm unto the said Mayor, Aldermen and Commonalty of the city of New York, and their successors forever, that the Common Council of the said city, for the time being, or the major part of them, have, and from time to time and at all times hereafter forever, shall have full power to establish, appoint, order and direct the making and laying out of all other streets, lanes, alleys, highways and bridges not already made or laid out, but also the altering, amending and repairing all such streets, lanes, alleys, highways, watercourses and bridges heretofore to be made or laid out in and throughout the said city of New York and the Island of Manhattan's, in such manner as the said Common Council, for the time being, or the major part of them, shall think or judge to be necessary and convenient for all inhabitants and travellers there."

These powers of the Mayor, Aldermen and Commonalty of New York were never seriously questioned prior to the year 1860. In the charters granted by the Legislature to the New York and Harlem Railroad Company in the year 1831 and to the Hudson River Railroad Company in the year 1846, the franchises of those companies, in respect of the streets of the city, were made expressly subject to the control of the municipal authorities. In the year 1860 five several acts were passed by the Legislature, notwithstanding the veto of the Governor, authorizing certain individuals named in the acts respectively to construct railroads in various parts of the city.

This legislation practically disregarded the rights of the city of New York to the control of her streets.

Several of these railroads have been constructed and are now in operation. Portions of others have been laid in various parts of the city. According to the recent adjudications of the courts the whole subject is now ripe for such roads to now under the control of the Legislature, who possess the undoubted power to so mould and amend the acts authorizing their construction as to secure our chartered rights against unreasonable invasion. It has seemed to me and this opinion is shared by the great majority of our citizens, that these valuable railroad franchises ought to contribute to the relief of our city from taxation. With proper attention on the part of the municipal authorities and of our citizens, on whom the burdens of taxation now press so heavily, I think this beneficial result can be accomplished.

A bill has been prepared under my direction and will shortly be submitted to the Legislature for its action, requiring the city railroad companies, including as well those whose roads have been or are being constructed without the consent of the municipality as those which have received such consent, to pay into the city treasury on the first day of each month ten per cent of the gross receipts, and at the same time to keep in good repair the pavements of the several streets which they traverse.

Your predecessors imposed these conditions upon the New York and Harlem Railroad Company in 1863, in granting them permission to extend their road, and in view of the valuable character of these franchises the principle time established seems to me fair. I think it should be adhered to.

I have no doubt that it will be gratifying to our citizens to feel that when they enter a railroad car they contribute a mite to relieve the burdens of taxation which rest upon our people, and there can be no question of the ability of the city railroad companies to make this contribution and at the same time sufficiently enrich their proprietors.

The Legislature will, I hope, interfere to do us this measure of justice. I would recommend to you to use your personal and official influence to aid in the accomplishment of this important purpose.

I make this communication not doubting that in the same spirit in which you recently protested against the passage of the bill now pending in the Legislature which seeks for the purpose of private speculation to deprive this municipality of the control of our markets—a right as ancient and as well established as that of the control over our streets—you will now unite with me as I did then with you.

From you, as well as upon myself, are devolved the duty and the responsibility of securing the protection of our municipal rights against any encroachment.

C. GODFREY GUNTHER, Mayor.

Board of Aldermen.

THE COMMON COUNCIL AND THE CITY TAXES—WHO IS RESPONSIBLE, ETC., ETC.

The Board of Aldermen met at one o'clock yesterday, President HENRY in the chair.

After acting on several papers of a routine nature, Alderman RYERS moved that when the Board adjourn it should do so until Friday next, and that the tax levy be made the special order of business for that day.

Alderman HARDY understood that the Finance Committee, who had the subject of taxation before them, would present a report showing that the Common Council was not responsible for the excessive taxation of the city during the past two or three years. He concluded by moving that the report they should present be printed in the Corporation papers, and also in three of the Sunday papers.

Alderman JONES thought it would be time enough to print the report after some action had been taken on it.

Alderman HARDY thought the honor of the Common Council required that the report should be extensively circulated. It would show that the Common Council were not responsible for the fifteen millions of taxation on the city, as the heavier expenditures were made by the other departments. He did not believe the publication of the report would cost $5,000, as the Corporation journals did not charge more than that amount for printing the proceedings of the Board for an entire year.

Alderman ORTHWEIN was in favor of printing the report, and moved, as an amendment, that five thousand copies of it be printed in pamphlet form, which was carried.

After some further discussion the motion to print the report in the Corporation papers and the *Sunday Mercury, Sunday Courier, Irish American* and *Atlas* was adopted.

The report contains the following statement, embracing the estimates and appropriations for 1864:—

Appropriations, county, 1864	$6,854,858	
Estimates of finance, city and county, 1864	8,075,783—	$14,930,641
Expenditures, county, 1863	5,385,562	
Expenditures, city, 1863	7,697,568	
Total increase for 1864		1,847,512
Board of Supervisors, increase in county appropriations	1,469,395	
Board of Education—increase asked $337,715 98, allowed	237,715	
Almshouse—increase asked $140,000, allowed	100,000	
Central Park maintenance and government—increase asked $18,396 decreased $1,604		
Departments—increase asked $1,199,292 02, decreased $77,266 58	119,371	
Common Council increase		
	$1,926,383	
Decrease	78,870—	1,847,512

Alderman JONES protested against the adoption of the resolution to print the report, on the ground that thirteen votes in the affirmative were required.

The Mayor sent in a communication concurring with the Board in remonstrating against the interference of the Legislature with the rights of the city authorities by granting railway franchises and attempting to establish a market commission.

The Board then adjourned until Friday next at one o'clock.

Court Calendar—This Day.

SUPREME COURT—CIRCUIT.—Part 1—Nos. 817, 923, 947, 424, 1403, 965, 1097, 815, 891, 847, 1119, 1083, 1151, 1159, 1165, 1175, 1081, 1157, 1191, 1223. Part 3—73 Duane street—Nos. 584, 1288, 541, 604, 656, 618, 620, 984, 1104, 1038, 968, 1054, 1068, 1072, 1089, 1092, 370, 754, 1108.

SUPREME COURT—SPECIAL TERM.—Nos. 11, 14, 18, 21. Demurrer Calendar—Nos. 122, 159, 171, 172, 173, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, on issues of law and fact.

SUPERIOR COURT.—Part 1—Nos. 2815, 3411, 1065, 3291, 3317, 547, 3427, 3386, 3375, 629, 3389, 1157, 3373, 3463, 3465. Part 2—Nos. 3372, 3560, 1932, 298, 3394, 3312, 2730, 3268, 3430, 2946, 3063, 2560, 3122 4-2, 3362.

COMMON PLEAS COURT—TRIAL TERM.—Part 1—Nos. 336, 100, 436, 370, 155, 309, 360, 39, 438, 441, 442, 443, 444, 296, 260. Part 2.—Nos. 97, 413, 414, 324, 22, 46, 378, 33, 157, 372, 118, 402, 84, 170, 152.

NEWS FROM THE STATE CAPITAL.

The Lebanon Springs Railroad—Petition in favor of the Harlem-Broadway Railroad—Telegraph Companies—Authorizing the State Banks to Organize Under the National Currency Act—Warehouse Company—Gen. Anderson—The Volunteers of 1862—The Metropolitan Police Bill Ordered to a Third Reading—The Bill Levying Tolls on the Central and Erie Railroads Reported Favorably—Boarding House Keepers—Central Park Hotel, &c.

ALBANY, March 9, 1864.

We have finally recovered from the sensation storm that visited the State capital yesterday. All is as quiet and calm as a summer morning. The bill amending the Lebanon Springs Railroad charter was this morning reported back from the committee, as instructed by the Senate, and read the third time and passed. Three Senators only voted against it. This shows very distinctly that the whole hue and cry against the bill was based on the supposition that a Broadway railroad was contemplated by this bill; but doubtless some of the opposition arose from the fact that the road, when completed, will make a more direct and shorter line between New York and Montreal, and thus draw off a large amount of travel from another route.

The bill making appropriations for the improvement of the channel in the Hudson river was read the third time and passed the Senate this morning.

A large number of petitions were presented this morning in the senate praying for the passage of the Harlem-Broadway Railroad. Among the petitioners are several firms doing business on Broadway, such as D. Appleton & Co., Lord & Taylor, E. Haughwout & Co., Robert Carter & Bros., Wood Bros., and a large number of others of that class. Petitions of this kind were quite numerous.

A bill was introduced in the Senate repealing the general law authorizing the organization of telegraph companies.

A bill was also introduced in the Senate authorizing banks and banking associations, corporations or individuals, incorporated under the laws of this State, to become banking associations, under the National Currency act. It gives to all banks and banking associations incorporated at the time of the passage of the act of Congress, or the National Currency act, the authority, at any time within two years, to organize under the National Banking law, provided that the owners of two-thirds of the capital stock consent thereto, and also provided that a notice shall be published of such decision of the stockholders for thirty days, and a notice sent to each stockholder and to the Superintendent of the Banking Department. It further provides that nothing in this act shall be construed to exempt the shares of the capital stock of any association organized under the laws of the United States from taxation nor to release or renew them from any or their existing obligations.

A bill was introduced in the Senate amending the charter of the United States Warehousing Company. The amendments are of a nature that will give to the company the power of a pawnbroker's establishment.

Senator Field presented a resolution memorializing Congress, in view of the act that the property of General Anderson, of Fort Sumter fame, has been confiscated by the rebels, and his poor health, to pass an act giving him the full pay of a brigadier general, with the emoluments of the office. The resolution was adopted.

Senator Shaver presented a long preamble and resolutions in regard to the bounty for the three and two years men, showing that while other States were enlisting nine months men Governor Morgan refused to accept any under the full term, the understanding being that these men should be paid a bounty by the United States government when they were mustered out of the service. The resolution further shows that they commenced to pay these men who had served twenty-three months, and none under that time, thus cutting off all who had been mustered out for disability prior to that time. It further shows that after paying the bounty to the twenty-three months men for a short time, it was ascertained that there was no law authorizing the payment. The resolution recommends that the necessary legislation be had.

Among the bills reported in the Assembly this morning was that incorporating the East India Telegraph Company.

The bill levying tolls on the freight on the New York Central and Erie railroads was reported favorably by the Assembly Committee this morning, also the bill to pay for the making the enrolment for the National Guard in 1862, and to extend Cortland avenue in Morrisania.

The Metropolitan Police bill was reported by the Committee on Cities. It appears that an extra meeting of the committee was held yesterday, at which a strong degation appeared in favor of the bill—some of those whose property was saved by the police force during the July riots. The House, immediately upon the report of the committee, resolved itself into Committee of the Whole upon the bill, when it was read through and considered, no amendments being made, and the committee arose and the bill was ordered to a third reading. All of a sudden an opposition sprung up from the democratic side of the House, using the subterfuge that it had been hurried through the Committee of the Whole. This seems somewhat singular when we recall the haste and hurry of some of the members on that side of the House on this very bill in caucus, and the noisy demonstration that was then made. It is due to Mr. Carter to say that he opposed the bill in all its stages, and was in favor of standing by the appointments of the Governor. Mr. Bryant, however, took a different stand from that of some members of his party, and supported his position by a forcible and logical speech, planting himself upon the ground that he desired a non partisan Police Commission, and that it was for the interest of the city that the force should be removed as far as possible from politics and in this view, as a member of the committee which reported it, and now before the House he stood ready to cast his vote for this bill, believing it satisfactory to New York and demanded by its citizens. Something must be immediately done, and he considered this the best that could be under the circumstances.

Several of the members participated in the debate, and the bill was finally ordered to a third reading.

Several bills were read the third time and passed, among them bills to protect seamen; to increase the number of notaries in the city of New York; also the bill for a public market in the Eighteenth ward.

Another batch of bills was introduced into the Assembly. Among the number is one giving boarding house keepers power to seize and levy upon the baggage of transient boarders, the same as hotels; also a bill relative to the dividing lines between the several district courts in New York; and also the amendment to the law relative to street opening; also a pro rata freight bill. The Central Park Hotel bill was reported in the Senate.

The Broadway Railroad—The Metropolitan Market Company—The Charges Against City Inspector Boole, &c.

ALBANY, March 9, 1864.

The Senate Committee met this afternoon, in accordance with its former decision, to hear arguments on the Broadway Railroad. A large number of persons were present, among whom were five directors of the Harlem Railroad—Messrs. Daniel Drew, J. H. Banker, W. C. Wetmore, A. Schell and Horace F. Clark. Ex Judge Dean appeared on behalf of the Madison avenue property holders, to oppose that portion of the Harlem project that proposed to lay a railroad in Madison avenue, but not against the other streets mentioned. Ex-Judge Hilton appeared on behalf of A. T. Stewart and the property holders associated with him in opposing it. The committee informed them that Senator Woodruff was absent being detained by the sickness of his child, and had telegraphed to them requesting a postponement until he could be present. All sides announced that they were ready to proceed with the argument, but that they would like a full committee. The friends of the bill stated that they were willing the committee should be free to act with their usual courtesy to each other on such occasions; but they wished the committee to understand that they were rapidly approaching the end of the session, and hoped that there would be no delay that would endanger the bill. Mr. Clark finally asked the committee, if they should hear the argument now, would they report on the bill before the absent member of the committee arrived here? The committee replied that, as Mr. Woodruff was the only member who resided in New York, they would not. The friends of the bill seeing that it would not advance their interests by arguing the question to-day, stated that they were willing to postpone it. The other side stated that they were also willing to postpone it. The Committee then fixed upon next Tuesday and agreed that the argument should be proceeded with on that day, whether the committee were all there or not.

The Committee on Cities had up the bill giving Mayor Gunther power to remove heads of departments; but the parties who desired to advocate the bill not appearing, it was laid over.

The bill incorporating the Metropolitan Market Company for the city of New York was taken up by the same committee, and amended by striking out the provision authorizing the Commissioners of the Sinking Fund to sell the present market property to the committee, and in that shape ordered it to be reported.

The Senate Committee on Cities took up the amendments of the charter of Brooklyn and agreed upon what they would report.

Judge Hilton to-day formally filed charges with the Governor against City Inspector Boole, in the form of a letter signed by Thomas N. Carr. The Governor has notified Mr. Boole of the charges and given him ten days to reply.

A pamphlet containing the charges, together with a petition signed by influential citizens of New York, asking for the passage of the bills giving the Mayor power to remove heads of departments, and taxpayers the right to sue any official for misconduct, was placed upon the desk of every member and Senator.

Arrivals and Departures.

ARRIVALS.

LIVERPOOL—Steamship Australasian—Mr and Mrs H T Weld, Miss Hodge, Capt Hope, D Newman, M D Garcia, Mr Lombardo, infant and nurse; Capt Godman, J D Weed, W H De Alva, F Wesray, Mr and Mrs Reid and five children; Mrs C De La Grange, Mr Hildruth, C G St John, A Neumann, S Boirier, Mr and Mrs G F Kroll, infant and nurse; W S Robinson, Josiah Soher, H Spahn, A G Fernandez, W B Mackenzie, D Aichinson, Mrs William S Yoka, Legrand Lochur, J Scott, J Boirier, R Wolf, Mr Dawes, H McKinny, J M Alva, Robt Clark, Mrs G Hill, J F Baker, G G Walker. Total, 48.

HAMBURG—Steamship Bavaria—Rosina Herfei, Wilh Steinfeld, W Gerlach, Th Mohr, Louis Leckel, Hugo Hava, C Arnauti, Ferd Cordua, Ed Cordua, R Baurmeister, Herm Arndt, J G Stedmann, Mrs Anna Ehrick, L Nuse, C H Ritters, Berah Israel, Otto Seemann, Herm Gradeddorff.

DEPARTURES.

HAVANA—Steamship Eagle—J Harsh, Juan Ruiz, J McGee, T S Harrison, Miss Harrison, Miss Irving, S McGovern, S R Coppee, Dr E Arthur, A Nicholls, I Nicholls, A Isaacs, J S Toppan, R A Rodrigues, Mrs M A Willemin and daughter, J M Junquera, M Gardnier, lady and servant; E Conde, J Pereilla, Mr Butler and two sons, D G Llerva, Miss Richards, T F Richards.

NEW ORLEANS—Steamship Yazoo—Lieutenant Commander J S Skerritt, USN; B Rosenberg, W Dauphin, Mr Harris, Major S O Rennie, Mrs E G Porter, Captain J C Palfrey and servant, P Byrne, Colonel Byrne, Major Pitcher, Surgeon Rockwell, Quartermaster Rogers, Fred A Crane, William T