inasmuch as this law of Congress removes this whole business of the civil rights of citizens of the United States from the State legislatures and courts to the federal courts and civil and military authorities.

The question thus presented to the local authorities and responsible citizens of the Southern States is, whether they shall acquiesce in this law of Congress, or adhere to their local regulations in regard to the civil rights of their black people and risk the consequences. Their only course of safety is acquiescence in the law until the Supreme Court shall have declared it otherwise. A graceful submission to the law will immensely strengthen in the North the claims of the excluded States to a voice in the legislation of Congress; while the opposite course of resistance to the law will correspondingly strengthen the radicals in their game of the continued exclusion of the States concerned. The President has no alternative in this matter. He is bound to "take care that the laws be faithfully executed."

The local authorities and people, therefore, of the Southern States, if they desire to aid the President in his generous efforts in their behalf, will throw no useless obstructions in the way of this law, but they will let it take its course. In this way the radicals of Congress will soon be left without a plausible excuse for longer refusing the right of representation to the States shut out. Let no further regard in the South be paid to the vicious counsels of secession fire-eaters, for they are the wicked leaders to whom the Southern States and people are indebted for all the disasters of their late rebellion, and to whom the Northern radicals are indebted for the power which they now hold in the general government.

IS STEPHENS A MYTH?—Every day we hear something about Stephens. He is in London; he is in Paris; he is coming to America; he has arrived in New York; he is at Bermuda; he has been discovered in Canada. Is there any such person? Or is the Head Centre ubiquitous?

Theatrical.

MISS LUCY RUSHTON'S BENEFIT.

A complimentary benefit for Miss Lucy Rushton has been arranged to take place on Wednesday, the 18th of April, on which occasion the beneficiary will appear in "As you Like it," supported by an excellent company of *artistes* engaged expressly for the representation. Although not entirely successful in a financial point of view, there are few who will not concede that Miss Rushton has a fair share of dramatic talent, and that she is possessed of great energy and perseverance and has done her best to amuse the public. Had she selected some of her subordinates with more care the result might have been far more satisfactory to herself. She has lost much money in striving for success, and now comes before the public in an endeavor to retrieve a portion of the deficiency to her private purse. Her friends in the city will certainly see that she is not compelled to ask twice, by making her first benefit prove remunerative.

MISCELLANEOUS.

Miss Laura Keene terminated her season engagement at the Academy of Music, Providence, R. I., April 11. She played Lady Gay Spanker in London Assurance. The house was crowded every evening during Miss Keene's performances, but the building could scarcely contain all who came to see her on the concluding days. All the ordinary seats were jammed, chairs placed in the aisles were filled, and many remained standing to the end. Miss Keene acted brilliantly, and was never in better voice or a happier mood.

Personal Intelligence.

DANGEROUS ILLNESS OF HON. MORGAN JONES.—The Hon. Morgan Jones, Member of Congress from the Fourth district of this city, is lying dangerously ill, at his residence, No. 45 Franklin street. Mr. Jones regrets exceedingly that he was unable to be in Washington when the vote was taken on the Civil Rights bill, as he was anxious to record his vote against that measure, and in favor of the President's veto.

Captain John H. Howell, late of the Third New York artillery, has been commissioned lieutenant in the Second United States regular artillery. He expects to leave to join his regiment in San Francisco in a few days.

Literary.

Frederic A. Brady, of New York, has published an attractive novel entitled "Thornton; or, The Younger Brother." As its name indicates, the story presents a picture of life and society among the higher classes of the inhabitants of England. It is conveyed in a very interesting shape, the book being evidently written by one well qualified to treat the subject.

"Leighton Court," a country house story, has issued from the press of Messrs. Ticknor & Fields, of Boston. It is written by Henry Kingsley, the author of "Ravenshoe," the "Hillyars and Burtons" and other stories. The scene of the present book is laid in a beautifully romantic spot in England, the characters are ably drawn and the narrative is exciting and well sustained.

"Honor May" is the title of a very sweet novel, descriptive of American life, just published by Messrs. Ticknor & Fields, of Boston.

Messrs. T. B. Peterson & Brothers, of Philadelphia, have issued a volume named "The Man of the World." It is from the pen of the late William North, a man of versatile talent and a keen observer of kindred humanity, who, after battling with what he came to rank as an unappreciative community here in New York, committed suicide in the month of November, 1854. When he lay dead in his room a bottle labelled "prussic acid" stood on the table near the last pages of the work now printed. Conceived and completed under the circumstances in which the author lived and died, "The Man of the World," if regarded as a faithful portrayal of life, in the popular acceptation of the word, in the great metropolis of the Union, is certainly not a cheering story for the philanthropist. It may, however, be a very true one; and, if so, proves that society in this city is constructed, in many of its parts and phases, in a manner but little known to its higher and church-going classes.

The "Adventures of Reuben Davidger," printed by the Harpers, contains the experiences of a man who was held captive among the Dyaks of Borneo for almost eighteen years. The author, James Greenwood, conveys his experiences in his usual lucid style. The work is well and amply illustrated.

"Civil Theology and an Opening of Heaven," in one volume, has been printed by Leonard B. Vickers, of New York. The writer undertakes to "unlock the Book of Revelation," as he terms it—in fact, to render the more "dark figures" of the Word more easy of interpretation by the millions.

Mr. Gye, of the London opera, dined with Patti, in Paris, the evening before he quitted the city. He signed a contract with the favorite *comprimario*, Mlle. Vestri, who has gone to London for the first time.

Nicolini, the tenor, is about to quit Paris, to sing at Covent Garden, London.

Erminia Frezzolini's engagement at the Pagliano, Florence, has ended in a success.

Naples is in a fever of expectation to hear Virginia, the new opera in rehearsal at the Mercadante. *L'Africaine* is considered rather "tiresome" at the Scala.

The Alleghanian bell ringers and vocalists gave three grand entertainments in Edinburg, Scotland. A grand illuminated morning concert for families took place on the 15th ult. Freemason Hall was crowded with a delighted audience on each occasion.

LISZT'S GRAND MASS.

[From Galignani's Messenger, March 25.]

The performance of Liszt's grand mass at the Church of St. Eustache is an event of sufficient importance to call for some further notice than the brief remarks which it has already elicited. The clerical composer whose portrait figures in all the print shops, who has cloped by an ecclesiastical climax a long life of eccentricity and disdain for conventionalities—his glories must not be left unsung. The composition commences with a *lyrie*, which subsides at one fell swoop of bassoons, ophicleides, fiddles and other surgical instruments for the extraction of sound, into a complication of unintelligible, but doubtless highly intellectual music, which caused murmurs in the audience at the length of time which they supposed the orchestra to be devoting to tuning their instruments. When Fusell wanted to paint the devil he supped off underdone pork. When Liszt composes a mass he dines upon *Tannhauser*, and Wagner's his way next morning into a maze where none can follow him. The Abbe will bring neither fanaticism into fashion in Paris nor his strange discordancies. Some one called upon Rossini the other day, and found him at the piano. He remarked that the music book was upside down. Rossini explained—he had tried Wagner the other way and could make nothing of him, so he had turned him upside down.

STATE CAPITAL.

Argumentative Contest Over the Niagara Ship Canal.

THE MILLIONAIRES AND THE RAILROADS.

Broadway Delegation Against the Proposed Roads.

Adverse Reports Expected in the Senate on the Overground and Underground Railroad Schemes.

Proposed Reduction in the Fares of Our City Railroads.

Mayor Hoffman and the Tribune Pier and Warehouse Job.

The Mutual Gas Bill Become a Law.

Both Houses Concur in Increasing the Metropolitan Police Pay.

Probable Close of the Legislative Session Next Week.

&c. &c. &c.

Our Albany Correspondence.

ALBANY, April 11, 1866.

THE HUNDRED LEGISLATIVE DAYS COMPLETED.

The motion to adjourn on the 14th (Saturday) was called up in the Senate to-day and laid on the table, the other House having the prerogative of originating this motion as well as the Supply bill, not yet passed. It appears probable that an adjournment will be agreed to next week, either Thursday or Friday. To-day completes the hundred days.

THE BROADWAY RAILROAD SCHEMES.

The salient feature of the morning was the levee in the lobby, where Judge Hilton marshalled his Broadway veteran reserve corps. There appeared Wm. B. Astor and A. T. Stuart, Mr. Tiffany and Wm. Black (Ball & Black), B. I. Soloman and Mr. Davison (of Haughwout's), Simeon Leland and John Sloan, with a tail of minor nebulæ. We had also here ex-Mayor Gunther and his successor, Mayor Hoffman, with a crowd of city officials, which would seem to indicate that the city government had been suspended. These accessions are drawn here by the city railroads and the tax levy. The Broadway property owners do not exhibit their customary strength, as, indeed, their opposition would seem to be very greatly weakened from its immense power as exhibited heretofore. The demonstration was, however, very positive, and especially as against the underground and the elevated roads. These being new and less understood, seemed to engage most of the attention of the visitors. Senator Low, chairman of the Committee on Railroads, being called out, held a protracted conversation with the delegates. He said that, viewing all sides and arguments, he was compelled to recognize the necessity for some road being granted. Messrs. Stuart and others then suggested the scheme, which proposes to take the houses along a route and run through the blocks, providing for an underground surface, elevated steam and cross-town branches. Senator Low said that such a project had engaged as strong an opposition here as any of the other plans, and that any plan must meet opposition from property owners. Some plan must be adopted for the accommodation of the public, and some property owners would inevitably complain. Additional railroad accommodations, he maintained, were indispensable, and should be conceded. He did not indicate which plan he would report, nor did the property owners manifest any other view except that the lower part of Broadway should be sacredly reserved for private carriages and pedestrians only.

THE STEAM TRANSIT ROAD AND ITS MILLIONAIRE BACKERS.

In the Assembly this morning the bill providing for the city railroad scheme which the Broadway millionaires endorsed as above, was recommitted, and in effect thereby killed. This is of a piece with the usual reception which these well-meaning gentlemen get when they come here. It is among the little drawbacks which they must put up with as the compensating penalty for their affluence. In the discussion which happened to be up while they visited the Senate gallery, regarding a canal claim of a certain Mrs. Watts, it was amusing to note the covert consciousness in the speakers of the nature of their audience. Folger argued the equal rights of Astor and of Lazarus before the law; White took the magnanimous side of Mrs. Watts against the rich and powerful Empire State; Low ventilated the hypocrisy and deceptions of persons who came up for benevolent consideration upon big and little claims, and Gibson vindicated the inevitable purposes of public justice, which should always prevail, regardless of any influence or solicitation except the public right, as founded in pure equity.

MAYOR HOFFMAN AND THE PIER AND WAREHOUSE JOB.

The Mayor of New York appeared before the Committee on Commerce and Navigation yesterday afternoon, in opposition to the *Tribune* pier and warehouse job. He said that, as the chief presiding official of the city of New York, he protested against any action being taken in this matter until the select committee of the Senate, appointed yesterday, had made some examination into the respective rights of the city, State and individuals involved in that species of property. It appeared, however, that the bill was not in the hands of the committee before which he appeared, but had been passed upon by Senator Folger's Judiciary Committee, by which it has been ordered to be favorably reported. It now looks as if the engineer of this enormous job would succeed in getting the power for a private corporation to confiscate the rights and property of the city of New York in the piers and docks, which should be regarded as its most sacred endowment.

THE MUTUAL GAS BILL PASSED.

Mr. Jenkins, after a great struggle against the gas monopolies of New York, has succeeded in passing the bill which initiated here the happy system proposed for the protection of the consumers of gas in cities. The Mutual Gas bill was passed unanimously by the Senate, and the principle of the measure extended already in others for Brooklyn and other cities. It promises to inaugurate the much-needed remedy for the extortions and impositions of the gas monopolies of the State.

ALBANY, April 11, 1866.

INTERESTING PROCEEDINGS OVER THE BROADWAY RAILROAD AND THE NIAGARA SHIP CANAL.

The Senate chamber and the Court of Appeals chamber were respectively crowded this afternoon. The delegation of millionaires appeared before the Senate Railroad Committee in opposition to the Broadway railroads.

In the Court of Appeals room heavy delegations from Buffalo and Oswego were crowded to hear the encounter between the two champions of the legislative ring, Governor Alvord and ex-Speaker Littlejohn, who were arrayed for and against the Niagara ship canal. Governor Alvord has proved to be the only person able to cope with Littlejohn in debate on this subject. His position as Lieutenant Governor precludes his voting or speaking in the current business of the Senate, and his appearance before the committee excited a good deal of interest. Littlejohn had the opening and closing remarks, ex-Senator Prosser and H. S. Cutting, of Buffalo, with Governor Alvord, making the opposition speeches.

Littlejohn maintained that the original object in building the Erie canal was not the revenues, but the commercial advantages to be derived from the enterprise, and dwelt at length upon the principal arguments advanced by him in the Assembly during its passage there.

Governor Alvord took his ground upon the great common interests of the State in its principal commercial avenue, the Erie canal, regardless of the interest of any locality, and equally heedless of the interest of Buffalo or Oswego. He reviewed the development and enlargement of the Erie canal, showing that this canal had at all times more than answered the demands of the forwarding interest, and that its capacity was now, and would be, ample for a vastly greater commerce during many years to come. He reviewed the proposed substitutes, the Niagara and the Ottawa canals, showing the futility and improbability of the latter, and the inexpediency of the route for which a charter was solicited. He exhibited the evils to be apprehended by the creation of a duplicate canal route through the State. It would weaken and diffuse the means which could be made to enlarge the locks and prism of the Erie canal, and only distract trade and disturb it in its established channels. He presented the natural features of the great routes of traffic through the Canadas, down the Mississippi and the Ohio, comparing their capabilities with the great highway between the Alleghanies and the scattered mountains of the North in this State. He reviewed the statistics of the carrying trade upon these routes, and proved that New York must ever outstrip all other avenues, unless the perverse and distracting folly of this Niagara project should destroy those facilities. The only object which could be rationally aimed at by the scheme was to benefit the Canadas at the expense of this State, or turn the commerce of the great West from the Hudson river and New York city down the St. Lawrence to Montreal and the ocean. He showed by data that the Erie canal could not only accommodate the largest possible growth of the commerce of the West, but that it had been and always would be the cheapest route. If the Niagara scheme was carried out it would be with British gold; it would be held in British hands, and controlled for the benefit of British subjects and British trade.

His speech was the first effort which fairly rivalled the power and information which Littlejohn has brought to the advancement of his pet scheme. Alvord's speech was altogether the most finished, earnest and able made on any subject here this session.

In the Senate chamber the regular annual Broadway Railroad debate was duly opened by Colonel Van Buren and William Richardson, each in favor of the underground railroad in Broadway and the surface and crosstown bills. The room presented the animation of a large and personally a distinguished throng of spectators. The interest of the occasion obviously centred in the new projects of underground and elevated roads. Wm. Ward spoke in opposition to the surface road, making quite a spicy exposition of the five per cent given to the city and the limitation of the grant to thirty years. He said the bill was most skilfully drawn and intended especially to cheat the corporators. Ex-Governor Noble, of Wisconsin, appeared in favor of the elevated corrugated road. He made a ringing speech upon the merits of the bill and the expediency of the scheme, answering most ingeniously the many objections which have been advanced against it. His reply to the position taken by the property owners from the point of view of the public demand for some railroad on Broadway was very strong. He pitched into the millionaires and the selfishness of their pretensions in the most trenchant manner.

Mr. A. T. Stewart followed. From his remarks and those who took sides with him, it was evident that their apprehensions are mainly excited by the underground road. He went over the familiar arguments so often made against the old plan of a road on the surface, which he said he had met and defeated, here and in the courts, for fourteen years. He repeated his regular offer to buy the grant, which formerly was five millions dollars, but which he now puts at two millions for the Broadway bill and one million for the crosstown grants. He soon returned to the underground and the elevated roads, denouncing the latter as a preposterous nuisance, and an utterly impracticable chimera. He made a most telling point against the underground by exhibiting the danger, in a season of apprehended pestilence, from opening up the earth and sewers along the streets in which it was to be built. The public parks granted in the bill, without regard to their being pledged as a security for the city debt, he proved to be not less than six millions of dollars in valuation. He would have this grant put up at public auction to be given to the highest bidders.

Colonel Van Buren challenged him to make a bona fide offer for the grant and agree to build it, which Mr. Stewart declined.

Wm. B. Astor, who sat in one of the reporter's chairs, rose and said he endorsed what Mr. Stewart had said, and that he was opposed to a railroad on Broadway in any form.

Wm. Ward rose, and, in reply to Mr. Stewart, said that gentleman had alluded to his having been for several years soliciting a Broadway railroad, and that he welcomed his conversion to the opposition; but the fact was that he had not been so converted. He was firmly of opinion as to the necessity of such a railroad, and he made a telling and thorough exposition of those necessities. He opposed the grant in its present shape, but he knew that it was a wrong and an injury inflicted on New York city to deny to its urgent necessities a proper grant.

Judge Hilton took up the subject, and made an able and elaborate review of all the schemes, the gist of his remarks bearing necessarily upon the new schemes for an elevated and the underground project. He took up Craven's report, sustaining its views, and made a severe and damaging impression against the tunnel in any form.

Mr. Vandenberg, the engineer, who has advanced the project here, in connection with Joel Wolfe, replied to Judge Hilton, or rather to Craven's report, against the measure. His vindication of the practicability of the project and the importance of its aims left the impression that he had decidedly the best of the argument as far as science went.

Colonel Van Buren repeated his challenge to Mr. Stewart to make a bid and guarantee to build the underground railroad, and taunted Judge Hilton with disingenuousness in advancing an offer for any franchise which he knew the constitution did not admit of being treated or disposed of in such a manner.

Mr. Ward said Mr. Stewart's offer could as safely and reasonably be placed at fifteen millions as three.

D. D. Conover asked to be heard for a grant of a road on Lexington avenue, without the Broadway; which request was received with shouts of laughter.

The chairman then adjourned the committee without day.

When the altercations between Van Buren and Hilton and between Vandenberg and Stewart were progressing, there was a clear indication that the Broadway property owners are directing their opposition principally against the underground road. They seem to be just waked up to the danger they are incurring in this and the new-fangled scheme of an elevated contrivance.

ALBANY, April 12, 1866.

RETURN HOME OF THE OPPONENTS OF THE BROADWAY RAILROAD.

The delegation of millionaires who have been here in opposition to the Broadway railroads went home to day, rejoicing in the certainty that they had secured for this session the defeat of the underground project.

REPORTS OF THE RAILROAD COMMITTEES.

This evening the Railroad Committees, after a protracted session this afternoon, announced their conclusions upon the important measures referred to them, and made to-night their reports on the steam railroad bills. They reported favorably the bill regulating the Central Railroad fare as adopted by the Assembly, Williams and Low dissenting. The Committee on Finance reported for the consideration of the Senate the Plattsburg and Whitehall road and the Susquehanna Railroad Appropriation bills.

The Railroad Committee will report adversely to-morrow upon the underground road, and also the elevated scheme which passed the Assembly. They will also report the Broadway and Crosstown bills favorably. Colonel Van Buren and his backer, Joel Wolfe, declare their purpose to continue in their enterprise, nevertheless, and devote themselves to its ultimate success next year, if they do not to-morrow procure a disagreement to the report and the adoption of the measure over the adverse action of the committee. They are very bitter in their denunciation of the Broadway millionaires and their selfish monopoly of the benefits of that thoroughfare, to the disadvantage of all other parts of the city.

THE NEW YORK COUNTY TAX LEVY

will be reported to-morrow, with the Court House appropriation intact, and nothing for Harlem bridge. It will also provide for leasing from year to year the piers of the city, so as to legalize the renting of Castle Garden to the Commissioners of Emigration.

THE NIAGARA SHIP CANAL BILL

will be reported favorably to-morrow in the Senate.

CITY RAILROAD FARES.

The bill urged here by Smith Weed, which passed the Assembly to-day, regulating city railroad fares, and providing for a reduction to four and three cents whenever the earnings of the roads shall exceed ten and fifteen per cent on a sworn exhibit and report of their business, bids fair to become a law. Other important provisions of a like nature are in discussion, and will be adopted to popularize the proposed passage of the additional extensions of the city railroad facilities which are so clamorously demanded here.

THE METROPOLITAN POLICE BILL.

The bill for increasing the pay of the Metropolitan police has passed both houses, and is now in the hands of the conference committee to adjust certain amendments made by the Senate.

THE STOVE FOUNDERS AND MOULDERS.

The difficulties between the stove founders and the moulders of this city and Troy have been satisfactorily adjusted, and no tenable work will be resumed in all the foundries of the two cities. Upwards of one thousand men will immediately resume employment.

NEW YORK LEGISLATURE.

Senate.

ALBANY, April 12, 1866.

PETITIONS.

Sundry petitions were presented for the New York Central Railroad Fare bill; also for the Broadway Underground Railroad bill.

THE APPORTIONMENT BILLS.

Mr. ANDREWS, (rep.) of Otsego, reported the Assembly Apportionment bill, without amendments; also the Senate Apportionment bill, with amendments, which constitute the Tenth, Fourteenth, Fifteenth and Twenty-third districts as follows:—The Tenth, Orange and Sullivan counties; Fourteenth, Greene and Ulster; Fifteenth, Saratoga, Schenectady, Montgomery, Fulton and Hamilton; Twenty-third, Schoharie, Chenango and Delaware.

BILLS PASSED.

To incorporate the Jamaica Savings Bank.

Authorizing the Comptroller of New York city to designate three banks in which shall be deposited all city funds.

To amend the Metropolitan Health act by increasing the powers of the Sanitary Commission so as to establish a health code enabling them to bring suits.

To increase the salaries of interpreters in the district and police courts of New York.

Relative to the Fifty-sixth regiment National Guard, to refund three thousand dollars for uniforms worn out in the rebellion.

Authorizing the Warwick Valley Railroad to extend their road to the New Jersey State line.

Authorizing the erection of a public dock at Classon's Point, Westchester county.

Ceding to the United States jurisdiction over a portion of the Battery, New York city.

To incorporate the National Safe Deposit Company, New York city.

Relative to the justices' courts in Brooklyn.

Confirming the location of the Capitol at Albany.

Yeas 22, nays 2—Messrs. Hoyt and White.

Authorizing the Dry Dock, East Broadway and Battery Railroad Company to extend their tracks through Grand and certain other streets.

INTRODUCTION.

Mr. LEVY, (rep.) of New York, introduced a bill to amend the charter of the New York and Havana Steam Navigation Company.

NEW YORK QUARANTINE.

The Quarantine bill was made the special order for Friday evening.

ORDERED TO THIRD READING.

The bill for a railroad between the villages of Hempstead and Jamaica, was ordered to a third reading; as was also the bill amending the act relative to the removal of female convicts from the Buffalo and Rochester penitentiaries to Sing Sing.

EVENING SESSION.

BILLS REPORTED.

By Mr. LOW—The West Farms and Morrisania Railroad bill. (Third reading.)

By Mr. PLATT—The Central Railroad Fare bill. Mr. Low and Mr. Williams dissented from the report.

To authorize the New York County Clerk to appoint an additional deputy. (Third reading.)

The facilitate the construction of the Whitehall and Plattsburg Railroad. (For consideration of the Senate.)

To grant further aid to the Albany and Susquehanna Railroad. (For the consideration of the Senate.)

Releasing the Buffalo Female College from taxation.

Appropriating $3,600 for the relief of General Ward B. Burnett.

Making a more stringent law relative to the storage of combustible matters in New York. (Third reading.)

Incorporating the Metropolitan Fire Department Benevolent Fund.

On motion Mr. SANDFORD was added to the Select Committee on Wharves and Piers in New York and Brooklyn.

BILLS ADVANCED TO A THIRD READING.

Incorporating the Commercial Navigation Company of New York.

To facilitate the construction of the Buffalo and Washington Railway.

To organize the Senate districts of the State.

To apportion the Assembly districts of the State.

Mr. FOLGER reported the Assembly bill providing for taxing stockholders in banks; also the bill for refunding to certain banks and insurance companies in New York, taxes paid in 1863 and 1864 on government securities held by them.

Referred to Committe of the Whole.

Ad journed.

Assembly.

ALBANY, April 12, 1866.

BILLS PASSED.

To enable the Metropolitan Police Commissioners to appoint additional surgeons.

Authorizing the North American Insurance Company to make special deposits in the Insurance Department.

To improve Grand street, Brooklyn.

In relation to dividends to stockholders of life insurance companies.

To fix the salary of the Kings county Surrogate.

To regulate the storage of petroleum.

To regulate the fare on street railroads in New York and Brooklyn.

The bill to amend the charter of the Delaware and Hudson Canal Company was recommitted, to report complete.

The vote by which the bill to incorporate the North American Steamship Company was lost was reconsidered and the bill laid by for the day.

To incorporate the New York Sunday School and Missionary Society of the Methodist Episcopal Church.

To incorporate the Association of the Reformed Protestant Dutch Church of North America.

To amend the law relative to the fees of Surrogates.

To authorize the New York Park Commissioners to make certain improvements.

To declare Tompkins square a parade ground for the use of the National Guard.

To incorporate the Safe Deposit Company of Brooklyn.

To incorporate the Workingmen's Union of the city of New York.

The annual canal appropriation bill.

ANOTHER PROPOSED NEW YORK CITY CHARTER AMENDMENT.

Mr. BERRYMAN, (rep.) of New York, introduced a bill to amend the charter of New York city.

BOND DEPOSIT COMPANY.

Mr. R. N. HUNTINGTON, (rep.) of Oneida, reported a bill to incorporate the Bond Deposit Company.

SUGGESTED CLOSE OF THE SESSION ON THE 19TH INST.

Mr. PITTS, (rep.) of Orleans, moved that, if the Senate concur, the House will adjourn on Thursday, the 19th inst., at 12 o'clock noon. Laid over under the rule.

ADDITIONAL PROPOSITION RELATIVE TO QUARANTINE.

Mr. FERGUSON, (rep.) of Jefferson, moved the appointment of a select committee to inquire into all affairs connected with quarantine, and to report the result to the next Legislature. Giving rise to debate, the resolution lies over.

Adjourned to eleven o'clock to-morrow morning.

OUR OCEAN STEAMERS.

The City of Paris, the New Vessel on the Inman Line—Her Dimensions, Appearance and Novel Features—A List of the Ocean Steamers on the Line, &c.

The Liverpool, New York and Philadelphia Steamship Company, which is already possessed of a number of magnificent ocean vessels, has placed upon the line a new screw steamer, the City of Paris, which was yesterday thrown open for inspection for the benefit of a few privileged guests. The most critical could find little cause for complaint on viewing the many novel features introduced throughout the steamship to add to the comfort of passengers, while the combination of strength and beauty for which her hull is noticeable could be appreciated by such as were least versed in the ship builder's art.

The City of Paris has been built expressly for speed and safety in the carriage of the United States mails, which the vessels of the company convey for ocean postage only. Her dimensions are 373 feet in length, 40 feet in breadth and 27 feet in depth; her tonnage 2,800 tons, old measurement. The hull is divided into eight water tight compartments by bulkheads, which, while imparting great strength to the broadsides of the steamer, will prevent her from sinking on the occurrence of any slight accident. Each of the water tight compartments into which the vessel is divided is filled with a steam fire annihilator and a centrifugal pump, that can lift upwards of one thousand gallons of water per minute. The City of Paris is fitted with a poop and a topgallant forecastle, and these are united by a deck house, which runs along the centre of the spar deck. A double set of steering gear has been provided, wheelhouses being erected both fore and aft, this contrivance greatly reducing the labor of the men at the wheels in heavy weather. The steamship is propelled by a pair of direct acting horizontal trunk engines, of nominally six hundred and eighty horse power, and constructed with the latest improvements in surface condensation and feed heating.

The comfort of the passengers, officers and crew has not been overlooked. In the after part of the deck house is a spacious and elegantly fitted up dining room for the first class passengers, with velvet cushioned seats, frescoed ceiling and walls adorned with brilliant arabesques. The remainder of the deck house is occupied by staterooms for the officers and mess, bar and store rooms, the crew finding accommodation in the forecastle. The miniature apartments designed for the use of the "transient" guests are unusually complete in the thousand and one little appurtenances so necessary to the tenants during a sea voyage, and are sufficiently spacious and well lighted and ventilated. A few of these apartments, intended for the occupancy of a party of travellers, are provided with six berths each. Looking above the eye can perceive a section of the steel deck that underlies the wood work and adds to the strength of the hull.

The City of Paris, so welcome an addition to the many floating palaces owned by the Inman line, was launched from the building yard of Messrs. Tod & Mcgregor, Partick, Glasgow, early in December, and arrived at this port a few days since, having experienced during the passage a succession of heavy westerly gales. Being built with a view to insure speed and safety to her patrons and freight, there is little doubt that the time made on her next trip will be put on record as an evidence of the success of the builders. The new vessel will sail at nine o'clock to-morrow morning, carrying out the officers and crew, one hundred and thirty-four men, and about one hundred first class passengers. She will be commanded by Captain James Kennedy, an experienced seaman, who has had charge of the largest vessels built, including the Great Eastern, and who, moreover, enjoys the enviable title of commodore of the line. The other officers are:—Mr. Matherson, chief officer; Messrs. Freion, Street and Ducksbury, assistants; Mr. John Kavanagh, purser; Dr. Black, physician, and Messrs. Hamilton and Kidd, chief and assistant engineer, with five subordinates.

The Liverpool, New York and Philadelphia Steamship Company now possesses the following vessels:—

City of Antwerp	(Now building.)
City of Paris	Captain J. Kennedy.
City of London	Captain J. Mirehouse.
City of Boston	Captain S. Brooks.
City of New York	Captain R. Leitch.
City of Baltimore	Captain P. McGuigan.
City of Washington	Captain T. F. Rodgers.
City of Manchester	Captain T. C. Jones.
City of Dublin	Captain J. Eynon.
City of Cork	Captain W. Bridgman.
City of Limerick	Captain H. Manning.
Edinburg	Captain J. J. Halcrow.
Etna	Captain H. Tibbits.
Kangaroo	Captain W. R. Phillips.
Bosphorus	Captain J. McCartney.
City of Durham	Captain G. Lochead.

These steamships form a splendid and extensive line of ocean packets.

Ship Building at Wilmington, Del.

THE IRON STEAMSHIP HARLAN.

The large firm of Messrs. Harlan, Hollingsworth & Co., Wilmington, Del., will soon complete this first class iron steamship, constructed for the well known house of Charles Morgan, of this city, and she will shortly thereafter leave for New Orleans, where she is intended, with other iron vessels of her class, for service between that city and Galveston. The Harlan is schooner rigged, and is two hundred and twenty-seven feet long, thirty-four feet beam, seventeen feet six inches deep, has two decks, and is thirteen hundred tons burthen. Her plates are of wrought iron, one-half to three-eighths of an inch in thickness, and the quality of the iron is the very best that can be manufactured, combining toughness with great tensile strength. The hull is divided in four water-tight compartments, each bulkhead running up to the spar deck from the keel, and built of heavy wrought iron plates securely fastened with rivets three-quarters of an inch in diameter, two and a half inches apart. Iron T's or stringers of wrought iron are on both decks, greatly adding to the strength of the vessel. Her floors are moulded three and a half inches in the angles, sided one inch, and the frames are nineteen inches apart at centres. The motive power of this vessel consists of one vertical beam engine, with fifty inches diameter of cylinder and eleven feet stroke of piston. The boiler is of the tubular description, and the water wheels are twenty-nine feet in diameter. The engine is five hundred and fifty horse power, which, with the aid of her canvas, will produce excellent speed.

THE IRON SIDE-WHEEL STEAMBOAT ESPERANZA I SOFIA.

Messrs. Pusey, Jones & Co., another old and favorably known steamship works, of Wilmington, will, by the first of next month, complete this first class side-wheel steamboat, and deliver her to the house of Messrs. Ribon & Munoz, of New York, by whom she will be despatched to Central America, where she will take up her route of service on the river Atrato, between the cities of Carthagena and Quibdo. This vessel deserves special mention, it being the pioneer of a new line of American steamboats upon foreign waters. The Esperanza i Sofia is one hundred feet in length, seventeen feet beam, five feet depth of hold, about one hundred and twenty tons burthen, and is built after an improved model. Her plates are of five-sixteenths and one-quarter inch iron, and her frames are of angle iron two and a half by two and a half by five sixteenths inches, placed twenty-two inches between centres amidships and eighteen inches forward and aft, and are well riveted to the plating. She is fitted with one fore and aft bulkhead extending to within ten feet of her bow and a like distance from stern and from floor to deck beams, to both of which it is securely fastened with angle iron two by two by one quarter inches. She has also one athwartship bulkhead under her machinery, extending all across the boat, and secured at the top and bottom in the most approved manner. The motive power of the Esperanza i Sofia consists of two inclined, disconnected engines, each driving its own wheel independently. The cylinders are thirteen inches in diameter, five feet stroke of piston, and so arranged as to cut off at three-fourths stroke. The wheels are sixteen feet in diameter with five feet face. The boiler is of the best description of charcoal iron, located on deck and is well fitted with cocks, gauges, &c. The donkey pump is so arranged as to work either by hand or by steam, fitted with a separate check valve attachment to boiler, and will pump bilge water, feed the boiler or discharge through the hose. In all her departments she will be fitted and furnished in the most complete manner.

TESTIMONIAL TO MR. FREDERIC HUDSON.

The NEW YORK HERALD Club held a special meeting on Monday, the 9th inst., when Mr. Frederic Hudson, its President, was presented with a very elegant testimonial, exclusively the gift of its members, and consisting of a costly gold watch, with suitable chain, and a beautifully bound book in album form, containing an address, with the autograph of every person connected with the association.

The watch was one of Jurgensen's splendid chronometers, and was purchased, with the chain, &c., at the establishment of Ball & Black, on Broadway, at a cost of about eight hundred dollars. It was remarkable for the absence of all showy ornamentation, and the only inscription it bore was the following, engraved on the inside of the case:—"Presented to Frederic Hudson, Esq., by the NEW YORK HERALD Club, May, 1866."

The book was a remarkably handsome specimen of workmanship, different from anything of the kind we have ever before seen, the design being exceedingly elegant and the execution in the most artistic style. The address was very neatly engrossed on six large pages of vellum, with appropriate illuminations, and was bound in a heavy brown morocco cover, richly ornamented and panelled. In the centre of the front cover a good sized piece of the corner stone of the new HERALD building, worked into the form of an oval, and finely polished, was inserted, and around this, in gilt letters, appeared the words:—"Piece of the Corner Stone of the new HERALD Building." "*Labor Ipse Voluptas.*"

Above and below this oval, and in larger characters, was the same inscription as that on the case of the watch, already described. In short, the entire testimonial was one worthy of the recipient, the donors, and all the parties concerned.

THE PRESENTATION CEREMONY

took place in one of the large rooms attached to the editorial department of the HERALD establishment, and in the presence of nearly all the members of the club, Mr. Hudson himself presiding, and Mr. Thomas B. Connery officiating as secretary. The compliment was entirely unexpected by the recipient, and therefore proved the more agreeable and acceptable.

Mr. JOHN J. RYAN, Vice President of the Club, made the presentation in a few appropriate remarks. He said:—

Mr. PRESIDENT—Before entering on the regular business of this meeting I have, in virtue of my office as Vice President, a duty to discharge to which I know the members of the Club will gladly give precedence. I shall not mar the effect of the document which I am about to read to you by prefacing it with any observations of my own, much as I would like to give expression to my personal feelings on this occasion. It is sufficient for me to say that it is a matter of great gratification to me to be made the medium of a tribute which is not less deserved than it is cordially and affectionately tendered.

Mr. RYAN then opened the book which he held in his hand and read the following address:—

To FREDERIC HUDSON, Esq.—The members of the New YORK HERALD Club, learning that you are about to retire for a brief season from the establishment in which you have so zealously and successfully laboured for more than a quarter of a century, desire to present you with a testimonial of their affectionate esteem. Some of the members of this Club, of which you are the honored President, have been associated with you for many years, others but a few months, but all deeply appreciate and admire those sterling qualities of mind and heart that have made you a good man, an thrivalled journalist, and at once the exemplar and the friend of all those who have been under your charge in the literary departments of the HERALD. In choosing the testimonial of which we beg your acceptance we have endeavored to select something appropriate to your character. The chronometer, which will suggest punctuality—which has been one of the guiding rules of your life—and its intrinsic value and the absence of all tawdry ornamentation, fitly represent the worth and the modesty which have always distinguished you. The chain is emblematic of that firm bond which unites you indissolubly to all your associates. The book which contains these words has set within its cover a piece of the corner stone of the New HERALD building, which must stand not only as a monument to the genius of James Gordon Bennett, but as a memorial of the unflagging industry, unremitting labor, unequalled energy and unsurpassed ability with which you have assisted to build up an institution that has now attained colossal proportions. And when, during your absence from us, this testimonial recalls us to your mind, do not forget that you have our most sincere wishes for your complete restoration to health, for your speedy return and for your future welfare.

John J. Ryan, Vice President; Wm. F. Lyons, Treasurer; Thomas B. Connery, Secretary; George B. Wallie, J. D. R. Putman, George Canfield, Stephen R. Fisk, Samuel R. Glen, Hiram Calkins, George W. Hosmer, John J. Fitzpatrick, Wm. B. Phillips, Sylvanus Cadwallader, Kinahan Cornwallis, John McClenahan, Wm. Leuning, Wm. Starr, W. F. G. Shanks, Thos. J. Cummins, Stephen Hayes, Carolan O'Brien Bryant, Charles W. Colton, Henry C. Clarke, Charles H. Farrell, T. H. Whipple, James C. Fitzpatrick, Charles H. Hannam, George W. Clarke, Wm. Anderson, Robert W. Bligh, Edward Flynn, J. J. Spear, F. A. Schwab, M. J. Kelley, A. O. Plunkett, Dell. Randolph Keim, D. F. Conyngham, Myron A. Cooney, John Reville, W. Baldwin, W. Newcombe, Oscar G. Sawyer, S. B. Slack.

Mr. HUDSON, who was very much moved during the reading of the address, responded, in substance, as follows:—

GENTLEMEN—I am quite taken by surprise, and, although I have been a talker ever since I left the cradle, I feel that I am wholly unable to make a speech on this occasion. All that you have expressed in the address just read in regard to the feeling entertained towards me I fully and heartily reiterate towards every member of the Club. My connection with journalism extends over a long period; and I may truly say, gentlemen, that since I have been conn