CANADIAN CONFEDERATION.

SPECIAL CORRESPONDENCE OF THE HERALD.

Party Politics and the Coalition—How the New Dominion Plan Was Perfected—Electioneering Tactics—The Spoils and Personalities—Reform and Provincial Reformers—The G and Trunk Railroad and Intercolonial Line—Corruption by Capital—The New Senators, &c.

TORONTO, May 13, 1867.

The seeming patriotism of the political leaders in this province, as evinced by the coalition formed with the avowed design of securing confederation, has been regarded by many as a mere pretext set up for the purpose of getting over an awkward difficulty. The sincerity of the government was seriously questioned at one time in consequence of the delay in pushing forward the union project, and it cannot be denied that there was a great deal of selfishness in the matter, at least in so far as some of the neediest members of the coalition were concerned. To them it was all important that they should be in office in order to enjoy its sweets; therefore, it was not hard to convince them of the necessity of such an arrangement as would divide the public patronage when it was seen that neither party could, of itself, revel unmolested among the good things supplied at the governmental crib. Although coalitions had previously been denounced as unholy alliances, and worthy nothing but the scorn and contempt of honest men, those who had been loudest in their denunciations gladly availed themselves of the opportunity to become members of the administration, and manifested no hesitation in joining hands with their old enemies.

That there was a sincere desire to effect a change having for its object the removal of those grievances which had so long caused the bitterest animosity and political excitement, it is but fair to admit. The chiefs of the two parties—Messrs. Macdonald and Brown—were unquestionably actuated by the purest motives in attempting the solution of the most difficult political entanglement that ever Canadian statesmen had dealt with, and they certainly approached it in a manner to win the approbation and secure the aid of the people. Session after session of Parliament witnessed a gradual augmentation of the difficulty, until at length a dead lock in legislation was imminent. Neither party could do more than secure a doubtful majority of one or two, the preponderance shifting from one side to the other, as circumstances might occasion. This state of things certainly proved the corrupt character of the Legislature, and it was but natural to infer that both parties had resorted to unfair means to maintain power. Nothing is more apparent than the fact that corruption prevailed to an alarming extent, and that it was well to put an end to the evil, as it is to be hoped will be the case under the new system.

The advent of the first coalition, in 1854, was the signal for a renewal of political strife, which culminated in forcing the party leaders to devise the scheme which for nearly three years had kept down excitement in the country. The great questions of the clergy reserves, seigorial tenure and the rectories were soon disposed of by the coalition government taking them up at the first opportunity; but a new subject was broached, that of French domination, and it produced quite an effect. Agitation became rife, and this cry of Lower Canadian supremacy was deftly handled by Mr. George Brown and his friends. The war of words grew fierce and Attorney General Macdonald was goaded into making a violent attack upon Mr. Brown, accusing him of certain corrupt acts in connection with the appointment of Penitentiary Commissioner, under a former government. This led to bitter recrimination, and political feeling raged so angrily that it was with difficulty it was restrained within anything approaching to decent bounds. Mr. Macdonald was assailed by various members of the opposition, but he paid them off for their temerity. It was at this time that he taunted Colonel Rankin with exhibiting Indians in England, under the name of "The Happy Family," and told Mr. McGee in allusion to his lecturing through the country, "that any buffoon could show himself to the public at the rate of twenty-five cents per head for admission."

This sort of thing had a long duration, but in 1864 the chiefs of the combatants embraced each other, and went into office. Mr. McGee had just gone out of power as a member of the Sandfield Macdonald and Dorion Ministry; yet, when the Conservatives succeeded to office, Mr. McGee changed sides, and became a member of the John A. Macdonald and Carter Ministry. Mr. Foley, too, who had been a violent hater of Toryism, cast in his lot with the same government, and became Postmaster General; but his constituents rejected him at the polls for his treachery, and he had to resign. He has been quiet ever since, but a couple of weeks ago was nominated by two constituencies for the new parliament, when he took occasion to execute his treachery to the Reform party saying, that as he had been vilely slandered by some of his own political friends, he deemed it best to accept office when offered him by the Governor, in order to show that he stood well with his Excellency, and as the most effectual way of refuting the slanders uttered against him. The fact is he was simply humbugging the people, for John A. Macdonald offered him the appointment of Postmaster General and the Governor only confirmed it. He is now back to the reformers, but they appear to be distrustful of him. Mr. Brown went the coalition of 1864 with apparent reluctance, but worked harmoniously with his colleagues up to the time of the attempt to renew the Reciprocity treaty with the United States, when he professed to discover that his colleagues were yielding too much. From being a great admirer of the United States he suddenly became its most virulent despiser, and because he thought, contrary to the opinions of eleven of his colleagues, that Canada was giving up too much to the Americans in the negotiations for a renewal of reciprocity, he resigned; and now his friends boast that he saved the country from being annexed to the United States. This is, in fact, the great electioneering instrument to be used in securing followers of Mr. Brown in the Confederation Parliament. He certainly displayed a commendable spirit in throwing aside his party predilections for the sake of trying to change the constitution so as to remove the existing evils of the State, and he may even have been justified in leaving the Cabinet, but he should not attempt to gull the public with the notion that he is the political saviour of the country. As a public man there is much in Mr. Brown's career showing that he was not actuated by a desire for personal advancement; still it is obvious that he has been inconsistent in many things, and has not acted up to the pledges he gave on entering the government. Some months since he formally announced his retirement from the Parliamentary arena, and does not intend to come forward at the present elections. He, however, has a hand in pulling the wires, and is doing his best to get out candidates to suit his purpose.

To show how badly the reform party has been led since the death of Mr. Baldwin, it need merely be stated that they have only been in power once since 1854, and then but for a short time. It must be admitted that Mr. Blake was as clever as his master, and proved a successor worthy of the position he held as leader before Mr. Baldwin's death; but there the party leadership ended, Mr. Sandfield Macdonald's assumption of the post doing the party more harm than good. With an able leader, capable of contending with the present chief of the coalition, the reform party might have accomplished much; but they have been virtually without a head for a long time, and it is now plainly to be seen that they are completely outmanœuvred by Mr. John A. Macdonald. It seems that the policy adopted was to take advantage of his absence in England to get up a movement that would sweep all before it in the coming elections. The plan has succeeded to the evident satisfaction of those engaged in it.

Candidates have been brought out with a tremendous flourish of trumpets in various directions; but, unfortunately, just as the work was being completed, the discovery was made that the tories would have the best of it after all. To the disgust of all engaged in this reforming operation of bringing forward men of the true stamp, it has been found that the patronage of the confederation is in the hands of Mr. John A. Macdonald; that, as a matter of course, a large number of officials will have to be appointed to set the local government in motion, and, as a consequence, the reformers, having handed themselves together to oust Mr. Macdonald, he will take care to put none but his personal and political friends into office. No one would imagine he could do anything else under such circumstances; whereas, if no party movement had been made, the patronage would have been equally distributed between the parties. A little foresight, and a modicum of tact would have saved the reformers from the shameful blunder they have committed. Even now with a fair understanding it might be remedied, for possibly matters may not have gone too far; but Mr. Macdonald is too shrewd to be deceived and will take care that all is made right before he ventures upon any concession or arrangement. As it is he has the game in his own hands, and with that powerful argument of patronage at his command, he has every prospect of carrying the elections. Patronage is the syren that charms when a minister desires to win influence with the electors. It is a poor boast, but unhappily has an all powerful effect in Canadian elections. Then there is the assistance the Grand Trunk can give, for it is certain to throw its weight with the men in power. Hitherto it has exerted a potent influence in elections, and as it is likely to need government aid again its manager will know which side will be most profitable to take.

Had the almost unpardonable blunder referred to not been made the reformers would have triumphed by considerable odds, for it is admitted that the change made on the basis of representation by members gives them the preponderance in the province of Ontario, at least. Another thing to be considered is the change effected in the franchise, which, if the elections are delayed until September, when the new law takes effect, will be of immense advantage to the conservatives. Hitherto the qualification of voters has been freehold, or $30 rental; after the first of September it will be $600 freehold, or $36 rental. Strange to say, this disfranchising law was brought in by the reformers, and supported by only a section of the conservatives. It is not often that a man places a rod in the hand of his enemy to be trounced with. Party leaders are at a discount among the reformers, and they are sadly in need of some one to take care of their interests. Possibly, Mr. Brown may see the necessity of the hopeless task he has undertaken. His want of tact is surprising in a man who has been so long in public life and led in so many attacks upon governments. The moment he aspires to lead he gets beyond his depth, and proves his incapacity in trying to cope with his wily adversary, who has led him many a curious dance during the past dozen years or so. Had nothing been done until the necessary arrangements were made, the reform party would have been enabled to carry out the end they had in view. Now, very probably the appointments will be conferred upon conservatives only and the elections not come off until the new assessment law comes in force. Indeed, it is hinted that such is really the object of the government and that everything will be taken advantage of, in consequence of the hasty and ill-considered movement in behalf of the reform party.

Trouble is anticipated in connection with the Grand Trunk Railway, which is in a very bad way just now, as regards the means of making the necessary repairs, a great portion of the line, according to the manager's statement, recently published, being in a dangerous condition. The shareholders in England are beginning to think it was about time the road made some return for the capital they invested in it; instead of that, however, it is hopelessly in debt, and a demand for more money has been made, which, if not forthcoming, the concern must go to ruin. The mismanagement of the Grand Trunk from the first has been terrible indeed, for, in addition to swallowing up $16,000,000 of the provincial funds, and having an immense floating debt besides, it is in the worst condition possible, and so short of rolling stock that it cannot take all the traffic coming to it. The manager attempted rather a clever move in order to furnish the line. He devised a running arrangement scheme between the Grand Trunk and Great Western, which would admit of the use of the cars of both roads on either line, the object being to get the use of the Great Western cars on the Grand Trunk. The thing worked so well that the English directors of the Great Western were induced to enter into the arrangement, and the manager at Hamilton, Mr. Swinyard, was telegraphed for to go to England by the first steamer. He went, and on his arrival found that the arrangement was fully decided upon; but he presented such a picture of the condition of the Grand Trunk, and a damaging article appearing simultaneously in the columns of the London railway journals, copied from a Canadian paper, that it was deemed advisable to abandon the idea of a running arrangement. Defeated on this point, Mr. Brydges had recourse to another expedient, and that was to prevail upon the shareholders of the Grand Trunk to raise money enough to put the road into good repair. His plan was to have a report circulated that he was about to accept an important appointment in connection with some English road; but it did not succeed, and it is now known that the money has been or is likely to be raised. People have become pretty sick of Grand Trunk scheming, and it looks as if there would soon be an end of it.

What makes it most desirable at the present time that the railroad schemers and speculators should have the Grand Trunk put into a state of good repair, is the prospect of an amalgamation of the proposed Inter Colonial Railway with the Grand Trunk; and the wonder is that the thing was not seen to before. The passage of the Railway Loan act, by which $20,000,000 is secured for the construction of the Inter-Colonial road, was the signal for a rush among railroad contractors, and it is generally believed that there will be an immense deal of plundering carried on in connection with the project. It has been reported that the contract for building the entire line had been given out, but that is not the case, and there will be all sorts of manipulation among those who are anxious to obtain contracts. No country affords a greedier set of land sharks in the form of contractors than Canada, and they are not very scrupulous how they succeed in their designs upon the public purse. This Inter-Colonial Railway is going to be the worst project the country ever saw—nothing short of another Grand Trunk affair upon nearly as extensive a scale. It will be a perfect sink of corruption, and prove a greater burden upon the country than even the Grand Trunk, for it has not equal prospects of being a paying concern, and every one knows that the latter has been swallowing public and private funds ever since the first day it was opened. But our contractors and political schemers have learned so much since the Grand Trunk was built that they are prepared to operate more extensively and with a better chance of making money. Already the schemers are at work. Quebec is determined to have the terminus of the new line opposite that city, even if it costs the country a large sum to run it to that point. The newspapers started the agitation of the matter, and public meetings have declared in favor of it. Montreal will perhaps demand another Victoria Bridge in connection with the road, and possibly branches may be required in various directions. It would be monstrous to divert the road from the direct line in order to accommodate Quebec; but there is no telling what a government may do, and if the reformers are right we are to have just such a government.

The work on the road will have to be commenced six months after the passing of the act.

It is thought that there is some scheming going on in connection with the election of Senators, who have to be appointed by the Crown, recommended, of course, by the present provincial governments. The original intention was to select them, in so far as Canada was concerned, from among the present Legislative Councillors, which body becomes defunct with the inauguration of the union of the provinces. Twenty-four of the number were elected by the people, and about a dozen are what have been known as life members; that is, they were appointed for life by the Crown. Now, as only twenty-four for the province of Ontario are required, the rest have to be thrown aside, and it is natural to suppose that the selection must give offence to such as are passed over. One took upon himself to resign, as he believed he was not likely to be appointed, and another recently died.

The government decided last Saturday upon the Senators to be appointed, and the names were telegraphed to England, to be included in the proclamation which will shortly be issued announcing when the Union or Confederation act is to take effect. As several of the old Legislative Councillors must necessarily be left off the list sent to England, the government will have to try some plan of mollifying them, and as the act provides that additional Senators may be appointed under certain conditions, it will not be difficult to find an excuse for resorting to the expedient, by way of serving any who may be friends of the administration. Such a course is said to have been decided upon, and the names of others who have not previously been in the Legislative Council are given as probable additions to the list. Unscrupulous politicians never have any difficulty in arranging matters of this kind, and the disappointed expectants of seats in the Senate of the dominion of Canada will be duly cared for. It is fortunate for the province of Ontario that it has to have only one legislative chamber instead of two, as is the case with Quebec, as it would have largely increased the ministerial patronage and favoritism.

The election of one hundred and sixty-four members will be sufficient without having twenty-four government favorites taken care of at the rate of six dollars per diem during each session of Parliament.

The province of Quebec is to be pilled in this respect.

Adjournment of the Executive Council—Heavy Rain.

OTTAWA, May 15, 1867.

The Executive Council closed its sittings yesterday for the present. The changes in the departments will involve the removal of some seventy families from this city. Their places, probably, will be more than supplied by the arrival of officials from the maritime provinces.

The weather is gloomy and cold. It has rained for thirty-six hours.

Another Poisoning Case—Military Movements—Business Active.

MONTREAL, C. E., May 15, 1867.

The French Canadians are becoming notorious for the crime of poisoning. Another case, similar to that of Provencher, will be tried on the 25th inst.

The Balfour Battery of artillery have received orders to remove to Toronto, to be replaced by the Gray Battery from that city. Simpson's Battery, now stationed at Hochelaga, goes to London, to be replaced by Strangeway's Battery, from New Brunswick. A great deal of disease is said to be prevalent among the horses here.

Notwithstanding the weather is cold and unseasonable there is much activity in the harbor and along the canal.

THE DISCOVERY OF A SKELETON NEAR GARRISON'S STATION.

Physical Peculiarities and Clothing of the Deceased, &c.

The discovery of a skeleton in the woods near Garrison's station, of which an account appeared in yesterday's HERALD, has created the greatest excitement all round the neighborhood. The following additional facts in relation to the discovery have been ascertained. Two gentlemen were walking on Sunday last near Arden's mountain, which is closely adjoining Garrison's station, when they passed by what looked like a bundle of clothes lying on the top of the southern peak of the mountain. On nearer examination, however, they found that a skeleton was within the clothes, which in fact kept the bones together. The skeleton appears to be that of a man of small size, who must have been also very short, not exceeding five feet four or six inches in height. The skull recedes a little from the forehead, and is of very small dimensions. In the mouth were eight teeth filled with gold, the workmanship being remarkably neat. The front teeth are small. The clothes which covered the skeleton appear to have been good and superior articles. The hat is a black silk one, size 6¾, and made by A. Harris, of St. Louis. The coat is of black broadcloth, cut as a sack frock; the pants and vest are both of a dark colored rough cassimere. The boots are calfskin, with pegged soles, and much worn; the size of these is sixes. In the pockets of the coat were found a small pocketbook, in which was what appeared to be the remains of a $2 greenback and a three cent silver piece, a lead pencil, a New York *Daily Tribune* of the 23d of June, 1866, and also a petroleum register, which was almost all decayed. Near his right hand lay a four-bladed knife, the large blade of which was open and one of the other blades broken off. The attitude in which the skeleton was found would lead to the belief that the man had fallen asleep in a smooth, secluded spot, and had lain down with his head up the hill, on his right side, with one leg thrown carelessly over the other. The spot where this startling discovery was made is very retired, and perhaps not a single human being had passed the place since last year until the two gentlemen discovered the mysterious skeleton last Sunday. From the description of the garments and stature of the deceased, perhaps some further clue may be obtained to identify him. The remains are in the charge of the Coroner of Phillipstown, Mr. J. Haren Perry, who will be glad of any information that can lead towards clearing up this mysterious affair.

AFFAIRS IN BOSTON.

Arrest of an Alleged Forger—Hotel Bars to be Closed.

BOSTON, May 16, 1867.

A young man, about twenty-five years of age, calling himself Frank L. Martin, alias Charles Hal, is under arrest here for obtaining $25 from a hotel clerk on a forged draft. He is said to be very respectably connected in New York city.

The Soldiers' Bounty bill was killed in the Legislature to-day by fifteen majority.

Hotel bars for the sale of liquors and all other public bars in the city, are to close after Saturday next, or the funds and fixtures will be subject to seizure.

THE NATIONAL GUARD.

Third Regiment Cavalry Drill.

This organization was not favored with such pleasant weather as the First cavalry had vouchsafed to them on Monday last. The morning of Tuesday opened with a sharp thunder storm, which seemed unwilling to leave this vicinity; and, accordingly, after various changes of an atmospherical and meteorological character, including sunshine, hail, rain, wind, cloud, &c., the same thunder storm of the morning returned in the afternoon, and just as these troopers were going through the opening dress parade, they took it in handsome style. As the lightning flashed along their sabres, blinding horse and rider, and the heavy peals of thunder shook the ground beneath, it seemed almost like a field of battle, and the occasional sharp bugle call seemed to complete the picture. Colonel John H. Budke was in command, and, in the absence of General Postley, acted as reviewing officer, Lieutenant Colonel Diederick Gelis taking the post of regimental commandant. The regiment numbered about 325 officers and men, and made an excellent show, some of the salutes being well done. In consequence of the heavy rain, the drill had to be postponed for an hour or two. It was, however, subsequently gone through, and nearly all the movements laid down in the programme performed. The greatest drawback was want of room, two squadrons having to be continually thrown to the rear. Previous to dismissal, at about half-past five, Major Kent came upon the ground dismounted. Having procured a steed he afterwards went through the formality of a review.

Fifty-fifth Infantry, National Guard.

The right wing of this regiment will drill at Tompkins' square on Monday evenings, May 20 and 27, and the left wing on Wednesday evenings, May 22 and 29. Colonel Le Gal has reassumed command of this organization.

Second Brigade Infantry.

This brigade will assemble for drill, review and inspection at East New York on Monday week, May 27. Major O'Grady, commanding First artillery, is directed to detail Battery H, Captain Klein, for escort and guard duty. Lieutenant Colonel Bennett, Ninety-sixth infantry, is appointed field officer of the day. No wine, beer or other liquor will be allowed for sale within one mile of the parade ground, and the strictest discipline is to be preserved. There are forty-four movements to be executed, allowing three rests, and terminating with a review and inspection.

Seventh Regiment Drill.

A drill of the Seventh regiment will take place at Tompkins square on Friday next, 24th instant, at three o'clock P. M.

Twenty-Second Regiment Infantry Concert.

Great preparations are being made by the officers and privates of the Twenty-second regiment for their grand floral concert, at the Armory, on the evening of Wednesday, May 22. It is intended to have an immense bouquet in the centre of the room, large enough to afford each lady visitor a small bouquet, and each gentleman a bud.

Sword Exercise Challenge.

The National Guard have recently experienced the peculiar features of a contest by wing drills, and of competition demonstrations in the shape of company exhibitions and drum corps matches; but a new sensation in the military line is now afloat. Captain O'Rourke, reputed as an expert swordsman, offers to meet any man in the United States for the sum of $1,000, any time before the first week in September next. He also offers to aid in getting up a medal worth from $1,000 to $5,000, to the best swordsman in the country, the same to be awarded at a tournament.

Eleventh Regiment Rifles Drill.

This organization, which is now under the command of Lieutenant Colonel Henry Lux (in the absence of Colonel Madhof, at present on a visit to Europe), were favored with a tolerably fair day yesterday (Thursday) for the purpose of drill at Tompkins square. It was a sort of half cloudy, half sunshiny occasion, but not adorned with hail stones and thunder and lightning such as disturbed the equine element of the Third Cavalry on Tuesday. The time fixed for the formation was half-past two, and before that hour all the companies were on the ground; but, as a battalion of policemen had possession of the square, and were being drilled under command of Captain Copeland, a slight delay occurred in the formation. When the details had been told off, and the fronts were equalized, a mistake was observable in the posting of some of the companies and they had to be reformed. There were present about three hundred and forty rifles. When the field music commenced to beat along the line the first, second and ninth companies were in the position of "order arms" and all the others at "parade rest." The colors were posted in line, but after the command had been delivered over by the adjutant they were advanced, with the entire color guard, to the rear of the commandant. This officer very properly ordered two of the corporals—there being four present in addition to the color sergeant—to return to the ranks. In almost the first movement made, while changing position, and in marching by column, by left wheel, all of the companies were at a "support" except the second company in line, which had their pieces at "ease arms." Five men in the whole battalion wore gloves during the manœuvring, and quite a number fired with blank cartridges, while the others contented themselves with percussion caps. This had the effect of making matters appear inconsistent and irregular. But perhaps the worst feature of the whole performance was the posting of the general guides upon the pivot flank.

Among those present were Colonel Parmele, Lieutenant Colonel Perley, Lieutenant Colonel Schwartz, Captain Zimmer, Drum Major Tusch and several others

THE CROTON AQUEDUCT DEPARTMENT.

Proposals Opened and Contracts Awarded.

The Croton Aqueduct Department has opened proposals and awarded contracts for the following improvements:—

FOR THE CONSTRUCTION OF SEWERS.

For sewers in Chrystie street, between Division and Houston streets, the contract was awarded to Michael Gavin, at $4,678. Time, thirty days.

For sewers in Eighty-third and Eighty-fourth streets, between Fourth and Fifth avenues, the contract was awarded to James Gallagher, $12,237 70. Time, eighty-five days.

For a sewer in 129th street, between Sixth and Seventh avenues, the contract was awarded to M. Gavin, at $4,631 50. Time, thirty days.

For sewers in Sixty-third and Sixty-fourth streets, between Fourth and Fifth avenues, and in Fifth avenue, between Sixty-third and Seventieth streets, the contract was awarded to Jeremiah Crowley, at $38,370. Time, one hundred days.

For sewers in Monroe and Henry streets, between Pike and Rutgers streets, and in Henry street, between Catharine and Market streets, the contract was awarded to James Everard, at $5,925 65. Time, fifty days.

For sewers in Water street, between Peck slip and Dover street, and in Madison street, between Roosevelt and Pearl streets, the contract was awarded to Charles P. Devlin, at $2,772 50. Time, forty days.

For sewers in Norfolk street, between Hester and Grand streets, and in Suffolk street, between Grand and Broome streets, the contract was awarded to James Everard, at $2,811. Time, thirty days.

FOR REGULATING AND LAYING CROSSWALKS.

For regulating and laying crosswalks across Fourth avenue, both sides of intersection of Forty-sixth street, the contract was awarded to R. & J. Cunningham, at $518. Time, seven days.

For regulating and laying crosswalks from westerly side of Broadway, at Forty-third street, to the westerly sidewalk of Seventh avenue, between Forty-fourth and Forty-fifth streets, the contract was awarded to Hugh Reilly, at $1,575 50. Time, six days.

For regulating and laying crosswalks in Third avenue, from Forty-fourth to Forty-sixth streets, the contract was awarded to Hugh Reilley, at $4,579 06. Time, thirty days.

For regulating and laying crosswalks at the junction of Greenwich and Sixth avenues, the contract was awarded to R. & J. Cunningham, at $1,299. Time, eight days.

For regulating and laying crosswalks across Horatio street, at Jackson square, and across Eighth avenue, at Abingdon square, the contract was awarded to George Kidney, at $521 50. Time, seven days.

For regulating and laying crosswalks across Third avenue, at 104th and 105th streets, the contract was awarded to Hugh Reilly, at $651. Time, ten days.

For regulating and laying crosswalks across Waverley place, at West Tenth street, and across Greenwich street, at Horatio street, the contract was awarded to George Kidney, at $294 10. Time, four days.

AFFAIRS IN ST. LOUIS.

Charges of Fraud Against Merchants—A Wife Stealer Convicted—Impeachment of Judge King, &c.

ST. LOUIS, May 16, 1867.

Charges of fraud and swindling have been made against Wiggins & Crowther, dry goods merchants in this city, and one of the members of the firm has been arrested. It seems they bought a large stock of goods in New York and Boston, on three and four months' time. These goods were sent to Philadelphia and Cincinnati, and sold at auction for cash, and a large amount was also sold at auction here. They also borrowed several thousand dollars on call. A short time since they made an assignment and closed their doors. Wiggins was arrested, but Crowther fled the city. Wiggins was released on bail, but was at once rearrested by the Eastern creditors.

Augustus Kow, who stole the wife of Charles Beerduct, of Cleveland, and brought her here a short time since, was tried yesterday and was sentenced to six months' imprisonment in the county jail and to be fined $300.

The impeachment trial of Judge King was commenced in the State Senate yesterday, but nothing important transpired. There was barely a quorum of senators present.

BURNING OF THE STEAMER DENVER.

ST. JOSEPH, MO., May 16, 1867.

The steamer Denver, of the St. Joseph and Omaha Pacific Line, was burned at her landing this morning. The loss is $30,000. She was partially insured.

CANAL EXTENSION IN PENNSYLVANIA.

PHILADELPHIA, May 16, 1867.

The water of the Northumberland will be let into the Susquehanna division of the West branch of the Susquehanna canal on the 18th of May.

QUARANTINE.

Sites for the Quarantine of the Sick and Well Passengers of Infected Ships Finally Selected—Joint Meeting of the Quarantine Commissioners, the Board of Health and the Mayors of the Cities of New York and Brooklyn, &c.

In pursuance of section one of an act passed April 22, 1867, entitled "An act in relation to Quarantine in the port of New York, and to amend existing acts relative thereto," which states that "the Commissioners of Quarantine, the Metropolitan Board of Health and the Mayors of the cities of New York and Brooklyn are hereby authorized and directed, as soon as practicable after the passage of this act, to select a suitable site on Barren Island to erect a temporary structure until a suitable permanent structure shall be erected on West Bank," &c., the Commissioners of Quarantine, the Metropolitan Board of Health and the Mayors of the cities of New York and Brooklyn met at Police headquarters yesterday afternoon. Mayor Hoffman was called to the chair, when, after a short discussion, the following certificate, approving of the sites chosen by a select committee, was drawn up and signed after it had been adopted by all those present:—

To his Excellency REUBEN E. FENTON, Governor; STEWART L. WOODFORD, Lieutenant Governor, and Hon. THOMAS HILLHOUSE, Comptroller, of the State of New York:—

We, the undersigned, do hereby certify that under and pursuant to the provisions of the act of the Legislature of the State of New York entitled "An act in relation to quarantine in the port of New York, and to amend existing acts relative thereto," passed April 22, 1867, we have selected all that part of Barren Island which lies south of a line commencing at a point distant thirty feet southerly from the southerly side of a creek commonly known as Indian creek, and which point is on a line due south from a marked cedar tree standing about three feet and six inches westerly from the southwesterly corner of a wooden building commonly known as the "Long House," and running from said point due west to what is commonly known as Barren Island creek or inlet, and west of a line extending from the point aforesaid due south to Rockaway inlet, as a site upon which to erect a temporary structure, with all the necessary appurtenances, for the reception and temporary detention of passengers under quarantine, who have been exposed to contagious or infectious diseases, but who are not actually sick, and who may be sent there pursuant to law.

We further certify that under and pursuant to the provisions of the act aforesaid we have selected all that part of Coney Island lying westerly of a line drawn from the southwest corner of the house erected at Bath, on the shore of Long Island, owned and occupied by C. Godfrey Gunther, across Gravesend bay, and said island in a due southerly course until it reaches the Atlantic Ocean, as a site for a landing and boarding station, to be used in place of the one specified in the twelfth section of chapter 751 of the laws of 1866.

We further certify that the selections aforesaid were made at a joint meeting of the Commissioners of Quarantine, the Metropolitan Board of Health, and the Mayors of the cities of New York and Brooklyn.

CYRUS CURTISS, W. C. ANDERSON, WM. A. COBB, JACKSON S. SCHULTZ, EMMONS CLARK, } Quarantine Commissioners. } Board of Health.
J. T. HOFFMAN, Mayor of New York.
SAMUEL BOOTH, Mayor of Brooklyn.

NEW YORK, May, 1867.

The meeting and the Board of Health then adjourned.

THE BOARD OF HEALTH.

The Board of Health met yesterday afternoon, President Schultz in the chair.

The weekly report of the Superintendent states that two hundred and forty-three tenement houses had been inspected during the week, eighty-seven of which were found to be in a condition detrimental to health. Thirty-two private houses were also inspected during the same period.

The Attorney stated that the referees, to whom had been referred the bill of the owner of the Red House, at Harlem, for $35,130, as compensation for alleged loss entailed by the Board having occupied that house as a cholera hospital, had awarded the complainant $3,000 and costs of arbitration, which amount to $2,000.

The report of the referee was adopted.

The following resolution, offered by Commissioner MANIERRE, was adopted:—

Resolved, And it is hereby declared to be an additional ordinance that no pigs, swine or cattle be unloaded from any cars upon any street or public place of the city of New York.

The Board then adjourned to meet the Quarantine Commissioners and the Mayors of the cities of New York and Brooklyn to pass upon the report of the special committee appointed some time ago to select a site for the landing of sick and well passengers on Coney and Barren Islands.

CONDITION OF THE MARKETS.

The Committee on Markets of the Common Council, consisting of Aldermen Norton, Coman and Ward, and Councilmen Hugh O'Brien, Culkin and Gilmore, accompanied by Messrs. Tuomy, Demphy and Smith, attaches of the Council, yesterday made a tour of inspection of Washington, West Washington and Spring Street Markets, for the purpose of reporting upon their sanitary condition and repairs that may be necessary.

Washington Market was found in a good condition, very clean, but the occupants were very much crowded for room.

West Washington Market is in a decidedly wretched condition. The roof leaks badly, and after every rain storm the floors are flooded with water, so much so that it is almost impossible for the owners of stalls to carry on their business. The butchers and other lessees of stalls in this market are urging upon the authorities the necessity of constructing a new market building, and there is considerable talk among them of proposing to the Common Council to erect a new market building at their own expense, provided they can get the ground on reasonable terms.

The committee also examined the sanitary condition of the piers adjoining the markets. They found Holloway & Co.'s pier, No. 20, in a most filthy and dilapidated condition, as well as a private pier between Nos. 21 and 22. Immediately in front of West Washington Market, and on the right of pier 21, an immense heap of manure and other filth, collected from the streets by the street cleaning contractors, was found, which is a disgrace to the city. Already the stench from it is undurable, and when the warm weather arrives it is certain to produce disease. It is said that the contractors collect all the filth from the streets and instead of depositing it upon the scows and shipping it off at once deposit it here, where it is kept for weeks before being removed. The occupants of the market and docks are justly indignant that this nuisance is permitted, and the authorities will no doubt compel the contractors to abate it at once.

Spring street market is not so crowded, but the floors are lower than the street on the Spring street side, and after heavy rains they are frequently flooded, many of the butchers and fish and vegetable venders being compelled to stand in water six inches deep.

On Monday the committee will conclude their labors and make their report, which will no doubt recommend an appropriation for repairing the roof of West Washington Market and raising the floors of Spring street market.

STEAM CARS IN THE CITY.

The Committee on Railroads of the Board of Councilmen met yesterday in the Chamber of the Board, for the purpose of considering the subject of running steam cars on the Eleventh avenue, below Fifty-third street. Councilman Murray occupied the chair, and called upon any one interested to state what they knew in relation to the subject.

C. C. ELLIS, an owner of property on the Eleventh avenue, said that many persons who would live on the avenue do not reside there because of the steam nuisance; that property is depreciated one half because of it; that the trains run very fast; that the railroad company were violating an agreement with them, which obliged them to run small cars below Fifty-third street. All they asked when this agreement was made was time enough to build a depot; that time has expired six or seven years now. The citizens are all opposed to it for fear of accidents to their children, and because they want small cars on the avenue for accommodation. Accidents occur frequently on the avenue, and sometimes people are killed and horses frightened; horses are frightened every hour in the day. It is no benefit to the city for the steam cars to remain there. The glass is often broken in the windows on the avenue by the concussion produced by the trains running up and down. The trains run from Thirtieth to Fifty-third street in from two to four minutes; they do not take eight minutes. The company never had authority to run steam cars across Tenth avenue; they run them across that avenue now. The avenue is densely inhabited from Thirty-sixth to Forty-eighth street. Two engines are frequently attached to the trains—one before and one behind. In such cases it may not be easy to stop.

Albert Tewes stated that he lives on the corner of Forty-eighth street and Eleventh avenue; horses and wagons cannot come to his store because the trains frighten them; his business is very much injured by them, and his house and lot depreciated $3,000 or $4,000; the cars sometimes stand on the avenue, blocking up the cross streets as much as three or four blocks along the avenue; the company have no depot for live stock on the avenue, they often unload hogs on it; it would be a good deal better for the avenue if steam was removed from it.

John R. Hopper, a resident of the Tenth avenue, stated that the steam cars were an injury to property besides being dangerous to life; the cars sometimes run twenty miles an hour; accidents are of frequent occurrence; the people of the vicinity are all desirous of having the steam removed; real estate is injured eighteen or twenty per cent on Eleventh avenue by the steam cars running on it.

After hearing all that the parties present had to say on the subject and no one appearing on behalf of the Railroad the committee adjourned till Thursday next.

MURDER CASE IN PHILADELPHIA.

PHILADELPHIA, May 16, 1867.

Thomas Leis, who was on yesterday acquitted of the murder of Mr. George Eilet in the Criminal Court in February last on the ground of insanity, was brought before the Court this morning on an application for his discharge, being now perfectly sane; and after the examination of witnesses Leis was discharged from custody.

CITY INTELLIGENCE.

THE WEATHER.—The following shows the result of four observations in this city of the range of the barometer and thermometer, the direction of the wind and the state of the weather during the past twenty-four hours:—Thursday, A. M.—Thermometer, lowest, 46. 7 A. M.—Barometer, 30.01; thermometer, 53; wind west. 12 M.—Barometer, 30.11; thermometer, 66; wind west northwest. 3 P. M.—Barometer, 30.11; thermometer, 69; wind west northwest. 6 P. M.—Barometer, 30.13; thermometer, 65; wind west northwest. The morning was clear, overcast. Afternoon cloudy. Evening cloudy; very hazy. It will certainly rain in this city within four and three-quarter days from half-past twelve o'clock this (Friday) morning, perhaps in thirty-six hours, or before noon.

COMMISSIONERS OF CHARITIES AND CORRECTION.—A regular meeting of this Board took place yesterday. A resolution was adopted to distribute on the 1st of July next the $10,000 for donations placed at their disposal by the Legislature. The resolution provided that all sectional or religious societies shall be excluded from receiving any share of it. Nothing further of interest came up.

ST. PATRICK'S CATHEDRAL, MULBERRY STREET.—The roof has just been completed by the contractors, together with the chapel adjacent to Mulberry street. The arching and ceiling on the northwest end is ready for the plaster work and ornamentation. The iron column work and window tracery are also finished. An organ for the performance of temporary service has just been presented to the congregation by one of its wealthier members.

ST. PATRICK'S CATHEDRAL, FIFTH AVENUE.—Renewed operations have just been commenced in connection with this magnificent structure, both upon the transept and the front. About twenty-five feet of the walls all round are already constructed, together with the basements of many of the marble columns. The extreme length of the structure is 325 feet long by 174 feet wide and 325 feet high. There are to be two steeples, 20,000 superficial feet of space calculated to accommodate 16,000 persons, and many thousand tons of stone will be used in its construction.

AMERICAN INSTITUTE.—An interesting meeting of the Polytechnic branch of the American Institute was held last evening, at the Cooper building, S. D. Tillman, the talented President of the association, occupying the chair. After the discussion of recent theories and facts which had been brought to light in scientific knowledge, the especial subject of the evening, viz:—"The Use of Gypsum as a Fertilizer," came before the meeting. Dr. Palmer read a very concise and exhaustive paper on the subject. He commenced by giving a short description of the nature of the article on which he was going to treat. Gypsum when broken into small pieces and calcined is what is generally known as plaster of Paris. When this is made into a paste and sets it forms a hard, coherent mass, which is called stucco, and has the same composition as the native gypsum. It has been extensively used as a fertilizer in various countries for a long time; and in the United States it is applied with great advantage to almost every crop; in many cases it is sown with the seed, and in others it is put into the drills or holes with manure, and frequently dusted over the young plants early in the spring. The mode of applying it should depend upon climate and quality of soil. Gypsum requires four hundred and sixty parts of water to dissolve it, consequently in dry climates it would have but little effect if only dusted over the tops of young plants. Although diluted sulphuric acid and lime have the same effect, still gypsum is far cheaper, and indeed easier to be obtained, and it is more effective in clayey soils. Liebig, the celebrated chemist, says in his observations on organic chemistry applied to agriculture, that "the striking fertility of a meadow on which gypsum has been strewn depends only on its fixing in the soil the ammonia of the atmosphere which would otherwise be volatilized with the water which evaporates." Dr. Palmer, however, is of the opinion that Liebig's theory is wrong, and he is supported in his opinion by several eminent chemists of the day. After mentioning some detailed statistics on the subject Dr. Palmer observed that the beneficial action of the crop does not disappear with the crop to which it is actually applied, as the succeeding crop, and even the one after that, too, occasionally exhibits proof of its value as a fertilizer, and on grass lands the amelioration is visible for many successive years. Two and a half hundred weight applied to an acre of hay land increased the yield one ton of hay over that part of a field which was not covered with gypsum. During the evening an interesting specimen of Tellurium, which is commonly called by some a metal and by the French a metaloid, was exhibited. The specimen was as large a lump as has ever been discovered. Among the new inventions also exhibited was a new steam plough which is constructed on the principle