RELIGIOUS INTELLIGENCE.

NEW CHURCH OF THE MESSIAH.

The consecration of the new Church of Messiah (Dr. Osgood's) will take place on the evening of April 2. The sermon will be preached by the pastor, and the prayer of consecration will be offered by Dr. Gannett, of Boston, the colleague and successor of Dr. Channing. It is expected that there will be a large attendance of the clergy from New England and this vicinity. When finished it will be one of the handsomest churches of which this city boasts. The front of the edifice is of brown stone, with Cleveland stone trimmings, and the style of the architecture Rhenish. The face of the church is to be beautifully carved and ornamented, and in the centre of it is a handsome rose window of stained glass, with the painting of a dove in the centre. There will be three entrances, and the caps of the main pillars will be symbolical in their architecture. The height from the floor to the ceiling is fifty feet, and the interior is to be furnished in accordance with the exterior. There will be side galleries in the building, which will rest entirely upon brackets, doing away altogether with pillars. Behind the pulpit is a very handsome chancel piece, upon the four pillars of which are represented the Evangelists, and in beautiful scroll work over all, appropriate inscriptions. There will be two organs, or more properly speaking, one organ divided into two parts, one part at each end of the gallery. When finished the church, including the galleries, will seat about fifteen hundred persons. There is also a handsome lecture room attached to the rear of the main building.

TROUBLES OF THE MISSIONARY IN ATHENS.

Rev. Jonas King, D. D., has written the following letter, from which it appears that on his return to Athens he has been subjected to persecution by the ecclesiastical and civil authorities combined. Dr. King in all his trials will enjoy the warmest sympathy of his numerous friends in this and other lands, and if need be, he will feel the protecting arm of his own government, of which he has himself been a noble representative:—

ATHENS, Greece, Jan. 28, 1868.

MESSRS. EDITORS:—You will be surprised, perhaps, to hear that I have again been cited to appear before a court of justice in this place, to answer to an accusation brought against me by the "Holy Synod" of Greece. The citation I received last Friday morning, and went immediately to the court to be examined according to the order therein contained.

The order was as follows:—"Having in view articles 187, 189 and 190 of the penal code, we cite Jonas King, an inhabitant of Athens, to appear before us immediately on the reception of this present citation, to be examined on a certain penal subject; and we inform him that in case of non-appearance he will be condemned to a fine and an order given to bring him by force."

This was signed by the examining judge, who, on my appearance, and after asking the usual questions—What is your name? What is your age? Where were you born and what is your profession?—read me the following accusation—that in the little book (which I wrote in Greek and published in 1863), entitled, "Answer of Jonas King to a pamphlet, entitled 'The Two Clergymen,' by the Bishop of Carystia Macarios Kalliarchou," you reviled the Christian religion; that you blasphemed against the Holy Mother of God and ever-Virgin Mary, against the worship of the Holy Images, against the inspiration of the sacred councils, against the divine mystery of confession, against the prayers of the faithful for the dead, and against the divine transubstantiation. What have you to answer?

I replied that in my little book mentioned there was no blasphemy or reviling, and that I would give him a copy of the same for him to examine, that he might judge for himself as to the truth or falsehood of the accusation.

The accusation was signed by the Metropolitan Bishop of Athens, Theophilus, who is President of the Synod, and three other bishops, namely—Kallinicus of Phthiotis, Procopius of Octylus, and Neophytos of Hydra, the 3d of August (15th N. S.), 1863.

But the Council of the Criminal Court, before whom I am now to be tried, did not, as it seems, take up the subject till the 20th of September (2d Oct., N. S.), 1866, at which time the order was given by that body for my examination. But as I was then in the United States nothing further was done till I received the citation above mentioned.

This is, I believe, the sixth time that I have been cited to appear before the courts of justice here to answer to nearly the same accusations. The present is essentially the same as that brought against me in 1851, and for which I was tried in 1852, and condemned to imprisonment and exile.

When the accusation was sent to the court by the "Holy Synod," in 1863, I was here, but knew nothing of it. Had I known it I should not have gone to the United States the year after. And it is well that I came back to meet the trial; for had I remained in America, as many of my friends urged me to do, it might have been thought by some that I remained through fear of being brought to trial.

To several of the judges before whom I am to be tried in the criminal court, and whom I met at the court house the day after my examination, and to each of whom I gave a copy of my "Answer to the Bishop of Carystia," I said, "As an American I am for the keeping of the law. If I have transgressed any law condemn me; but if not pronounce me innocent."

This will be, I think, the last drama in my missionary life at Athens. If I am tried and pronounced by the court not guilty, it will put a stop forever to the courts giving heed to such accusations as the "Holy Synod" has often brought against me. And should I, as in 1852, be condemned to imprisonment and exile, I shall then, perhaps, consider it a plain duty to pay another visit to my friends in the United States. Yours truly, JONAS KING.

SEASON OF REVIVALS.

During the last fortnight intelligence has reached us of revivals in more than 120 churches not before heard from. The number of new converts is 8,930, of whom 2,843 have become members of the church. From many revivals already reported in our columns additional and cheering intelligence has been received; and we can announce that since January 1 accounts have reached us of 700 revivals, 13,500 conversions and 8,540 additions to the different evangelical churches, excluding the Methodists, of whom we have kept no accurate record. A good work is also going on among our brethren of this persuasion, and an exchange states that 8,201 cases of hopeful conversions have been lately reported in a single week by Methodist pastors.

The most remarkable, perhaps, of the revivals reported the past fortnight is taking place at New Albany, Ind. All evangelical Christians share in the blessing. Daily meetings are well attended in the churches. A correspondent of the *Christian Herald* says:—"Religion is the chief theme of conversation in our streets, stores, banks, and everywhere. Business men had rather talk about the conversion of souls than the sale of goods. The work exceeds anything that has been witnessed here for many years." It is stated in the secular papers that more than one hundred joined the various churches of the city the week before last, and in all three hundred conversions have taken place since the beginning of the year.

The same reviving and converting spirit is blessing the city of Stockton, in California. The San Francisco *Occident* says of the gracious work:—"The Congregational, German, Methodist, Episcopal and Presbyterian churches are united in the services which are held in the First Presbyterian church. The attendance is very large, many going away for want of room to accommodate them. The interest is unusual. Forty have already been hopefully converted and many more are anxiously seeking the Saviour. The tone of piety in the churches was never more harmonious. Many members of the Episcopal church are interested workers in the meetings and give them their hearty support.

Forty of the churches most recently revived are Presbyterian. The Cohocksink church, Philadelphia, has lately received to its communion seventy-seven members on profession of their faith. At Marysville and Milford Centre forty-three have been received, while six other towns of Pennsylvania have been blessed with similar tokens of the spirit's presence. Eleven churches in Illinois, five in Indiana, and three in Missouri are enjoying fruitful seasons of religious interest. At the last communion in the church of Stanton, Va., twenty-three confessed their faith in Christ. Forty converts were added the present month to the Second Presbyterian church in St. Louis, of which Rev. Dr. Niccolls is pastor. In San Francisco the First Presbyterian church, under the pastoral care of Rev. Dr. Eells, has received an accession of twelve members, and the Central church one of eight members. At Phillipsburg, N. J.; Bantam, Ohio; Grand Haven and Allegan, Mich., and Troy, Clarinda and Montezuma, Iowa, the spirit has been poured out. The Fifth church, of Cincinnati, at its recent communion, admitted seventeen converts on profession of their faith. In Jeffersonville, Ind., twenty-five have joined the Presbyterian church.

Seven out of the thirty Baptist churches of this city have lately been revived. Twelve have been added to the church in Brooklyn, of which Rev. Mr. Barrelle is pastor, and the churches in Woodhull, Geneva, Saugerties and Amsterdam, have received large accesions of new converts. Seventy have just united with the High street church in Baltimore. From five Baptist churches in Chicago accounts of a fruitful religious interest reach us. In ten towns of Indiana, three of Illinois, four of Pennsylvania, four of Connecticut and two of Massachusetts, the Baptist churches have been revived. At Blanchester, Ohio, and at Danville, Ky., one hundred converts have been baptised. A new church was organized at Union Mills, Iowa, in February, by forty persons recently converted under the ministry of Rev. S. G. Nelson. In five other towns of the same State much religious interest prevails. Within the last fortnight, in all, fifty Baptist churches have been heard from, and report an aggregate accession of 1,240 members.

Revivals have taken place in twenty more Congregational churches. In Brooklyn the Puritan church has received fifty, and the State street church thirteen new members. In Chicago seventy have joined the Tabernacle, the New England and the First churches. The Vine street society, Cincinnati, have just admitted eighteen converts to membership. At five towns in Vermont; at Keene, N. H.; Little Compton, R. I.; Mystic and Seymour, Conn.; Holliston and Sandwich, Mass.; New Baltimore and St. Joseph, Mich., revivals are now enjoyed, and many have been added to the churches. The town of North Hampton, Minn., has a population of about 200 adults and a church with thirty members. So general is the religious interest prevailing there that at a recent meeting fifty rose to ask for the prayers of Christians. A correspondent writes from Norwalk, Ohio:—"The revival in this vicinity has resulted in over eighty hopeful conversions." Thus from twenty Congregational churches we receive reports of more than 500 conversions.

Rev. Mr. Schenck, pastor of the Reformed church of Pompton Plains, N. J., writes:—"At our communion on the 1st inst., we received forty members on confession of their faith, as the fruit of the precious revival we have been enjoying during the past two months. Sixteen of this number are heads of families." The same day thirty-eight were added to the Reformed church at Greenpoint, Long Island. Twelve Lutheran churches report an accession of 416 members. Five of these churches are in Ohio and three in Pennsylvania. The Lombard street church, in Baltimore, Md., has admitted twenty-six new converts. At Lockport, N. Y., Ritchwood, Ind., and Zion, Ill., the Lutheran churches are rejoicing in a season of religious interest.

ORDINATION OF MISSIONARIES.

Three members of the last class in the Union Theological Seminary, of this city, have been recently ordained as foreign missionaries and expect to sail next month for Turkey, under the care of the American Board.

Mr. Alpheus N. Andrus was ordained last month in the First Presbyterian church of Poukeepsie. The sermon was preached by Dr. N. G. Clark, Foreign Secretary of the American Board. Rev. F. B. Wheeler delivered the charge and offered the ordaining prayer.

Mr. Lewis Bond was ordained Tuesday evening of last week by the First Presbytery of New York, in the church on Fifth avenue, corner of Nineteenth street. Rev. Dr. James O. Murray presided. Rev. Dr. John Hall preached the sermon. Rev. Dr. Bond, the father of the candidate, offered the prayer of ordination, and Rev. Dr. Wood, Secretary of the American Board, delivered the charge to the newly ordained missionary.

Mr. William B. Locke was ordained at the Broadway Tabernacle, in this city, on Sunday evening last. The introductory services were conducted by the pastor, Rev. Dr. Joseph P. Thompson and Professor H. B. Smith, D. D. The sermon was preached by Rev. W. I. Budington, D. D.; ordaining prayer by Milton Badger, D. D.; charge by Rev. N. G. Clark, D. D., Secretary of the A. B. C. F. M., and right hand of fellowship by Rev. A. E. Kittredge.

Messrs. Bond and Locke are to join the Bulgarian Mission, Western Turkey, and Mr. Andrus the Eastern Turkey Mission at Mardin.

INDIANA BAPTISTS.

Indiana has a population of 1,500,000. Among these are 30,397 Baptists, gathered in 457 churches, which have only 196 pastors. Only forty-one churches in the State have settled pastors, who preach every Sunday, and twelve of these are sustained in part by the State Convention and Home Mission Society. Last Convention year the denomination in this State employed 21 missionaries, and contributed $8,441 79 towards their support, a sum which is perhaps twice as large as was ever before contributed by the same people in the same length of time. This is one of the most encouraging signs of the times.

PRESBYTERIAN REUNION.

The joint committee of the two schools of Presbyterians, at their recent meeting in Philadelphia, unanimously adopted the following plan of union. It will be submitted to the two General Assemblies this year for final ratification:—

1. The Philadelphia basis as to doctrine, with the addition of a brief explanatory clause.

2. The two Boards of Publication shall continue their separate catalogues of publications until the united Assembly shall organize its first Board of Publication, when the two catalogues shall be referred to it for revision, it being understood that only invidious references to the late division shall be erased.

3. The right of presbyteries to examine ministers applying for admission was agreed to, the Old School yielding the imperative rule, and leaving each presbytery to examine as disposed.

4. Theological seminaries are all to be advised to put themselves under assembly or synodical control, and upon such submission is conditioned their recognition and recommendation by the assembly.

5. All imperfectly organized (plan of union) churches are to be advised to perfect their organizations presbyterially within five years, or otherwise be dropped from the rolls. No new churches organized upon the old "plan of union" are to be received.

All the indications point to the approval of this plan by the assemblies and the speedy consolidation of the Presbyterian Church.

IRRELIGIOUS REPORTERS.

The London *Star* of the 3d of March reports:—At a meeting of the clergymen of Durham and Northumberland, held at Newcastle on Thursday, relative to the Bishop of Durham's fund for church building in the diocese, the proceedings were opened with prayer, and when it was over the Rev. J. Richards, M. A., incumbent of Hunwick, rose and complained to the president of what he termed the indecent and irreverent conduct of the gentlemen of the press in retaining their seats during the devotional exercises, instead of kneeling upon the floor of the vestry in common with the rest of the clergy. The reporters were displeased at the interference. The reverend gentleman added that he hoped the chairman next time would see that the reporters conformed with the rest of the persons at the meeting in going down upon their knees. Neither the chairman nor the archdeacon of Durham (Mr. Prest), or other of the dignitaries had a word to say on the subject, and Mr. Richards was therefore replied to by Mr. Charlesworth, one of the reporters, at the request of his colleagues. Mr. Charlesworth said that Mr. Richards' remarks implied that the reporters were wanting in respect to the chairman, to the meeting, and that they were not only guilty of indecency but of irreverence to Almighty God. They had to protest publicly against those assumptions, and to express the opinion that Mr. Richards, on reflection, would regret what he had said in the liberty which he had taken. He (Mr. Charlesworth) felt that the gentlemen of the press had been greatly wronged. If it was any satisfaction to the Rev. Mr. Richards, he might tell him that when he engaged in prayer at home it was his custom to kneel; but in the public meeting the removal of the chairs would have created noise, confusion, and disturbance far more irreverent than the retention of the seats was alleged to be. Further, Mr. Richards had no right to assume as to the opinions of the reporters and the attitude which any one ought to adopt in public prayer. Mr. Richards explained that he saw one of the reporters leaning back in his chair and seeming indifferent during prayer. If he was mistaken he was glad. He simply judged from appearances, and felt the indifference keenly. One of the clergymen expressed the hope that the reporters would overlook the Rev. Mr. Richards' remarks.

A NEW RELIGIOUS CRAZE IN ENGLAND.

Rev. Speke's "Insight" into the "Principles" of the Bible—His Dread of His Fiends and Fear of the Telegraph.

[Bodmin (February 24) correspondence of London Times.]

Mr. W. Speke, brother of the long missed clergyman, Mr. Murdoch, his brother-in-law, and Detective Sergeant Williamson arrived at Bodmin this morning by the London mail. They had an interview with the Chief Constable, Colonel Gilbert, and subsequently left with Mr. Speke for London.

Mr. Speke gives a full account of his proceedings since leaving London. On the night of his departure he went to Basingstoke, and next day walked to Winchester, a distance of eighteen miles. The day following he proceeded to Bishopstoke, and thence to Southampton, Gosport and Portsmouth, and remained in the neighborhood of Portsmouth till the 29th of January, occupying himself by visiting various places in the locality. He arrived at Plymouth by steamboat on the 30th, and stayed there till February 16, during which time he visited Saltash, Cotehele, Egg-Buckland, St. Germans, Tamerton, Roborough, Ivybridge and other places in the neighborhood. On Sunday, the 16th of February, he attended church at St. Germans; the next day he proceeded to Fowey, a small port on the South coast, and thence to Lostwithiel on the 20th. He went to Bodmin, and put up at a second rate inn, the Queen's Head. On the 21st he went to Padstow, where he was arrested, having left his luggage at Bodmin. His luggage was in several small bags enclosed in one large bag. The money found in his possession amounted to £200 in notes and gold. He was somewhat excited when brought to Bodmin, but talked quite rationally to the Chief Constable.

He appears, however, to entertain peculiar religious views, and said his great object in leaving home was to get to some country where nobody knew anything about him, so that he might work for his living and preach the Gospel to his fellow laborers. He had obtained, he said, much greater insight than heretofore into the principles of the Bible by his lonely study of it on the rocks by the sea shore. When asked why he did not go abroad at once, instead of roaming about the country, he said he knew it would have been of no use to attempt it, for the telegraph would have been set to work and detectives placed on the watch to stop him. He hoped by moving about the country from place to place to keep them off the scent, and that after a time he would be able to embark from a seaport without being suspected. His plans for the future were to return to Bodmin and attend church there on Sunday, and then to visit various places of interest on the Cornish coast; after which he proposed to proceed to Ilfracombe and cross by steamboat thence to Swansea. With that view he had ascertained the times of sailing of the steamers. On getting to Swansea he intended to walk through Wales to Liverpool, and there embark for America. He admitted having read the newspapers daily, but said the excitement caused in the country by his disappearance had no effect in altering his determination to carry out his scheme. He acknowledged, however, to his brother that he was now ashamed of what he had done, and seemed affected by his position. On leaving Bodmin for town he was calm and composed, but appeared dejected.

From the *Western Morning News* we learn that Mr. Speke's friends attribute the freak to his unwillingness to marry. He is perfectly sane. The Cornish police are to have the reward promised by his friends for his discovery.

MISCELLANEOUS RELIGIOUS INTELLIGENCE.

The young people of Colebrook, Conn., gave an amateur dramatic exhibition in their church recently, wherein they presented the tragedy of David and Goliah. Goliah could readily be distinguished from David by his first lieutenant's uniform, while David could in turn be recognized by being taller than the Philistine giant by about three inches. The curtain was drawn to allow the shepherd's lad to sling his antagonist, but receded in time for the spectators to see the prostrate form of the Philistine borne from the arena by sundry Israelites in dress coats.

A religious crusade has been started against secret societies of all sorts, which it is to be hoped may prove more successful than former attempts of this kind. Prominent clergymen and laymen of no less than ten Protestant sects have united in a movement for a general Christian convention, to be held at Pittsburg during the first week in May, to adopt measures to counteract the alleged injurious influences of secret societies. Senator Wilson and several Congressmen, together with the heads of various colleges, have promised to attend and take part in the proceedings. Freemasonry, against which the Church of Rome has waged centuries of war, will of course be the special object of attack, but all kinds of secret societies will be included in the crusade.

Mgr. Millos, sent to Rome to represent the Chaldean Episcopate at the centenary *fetes*, has just arrived in Paris. He is staying at the Saint Sulpice Clerical School, and is the first bishop of the Chaldean rite that has visited France.

The New Orleans papers of the 5th instant contain lengthy memoirs of the late Abbe Francois Isidore Turgis, pastor of the church of St. Anthony, commonly known as the "Mortuary Chapel," who died on Tuesday morning, the 3d, of cancer of the stomach, supposed to have been superinduced or aggravated by the great labors he underwent and the privations he suffered in ministering to the sick during the terrible epidemic of last summer. Father Turgis was a native of Caranply, canton of Marigny, department of Manche, France, and was sixty-three years of age at the time of his death. He had been thirty-eight years a priest, nearly thirty of which were spent performing the duties of chaplain in the army and navy of France, and, during that period he was at the celebrated siege of Sebastopol and at the battles of Magenta and Solferino, ministering to the soldiers placed under his spiritual care. He came to New Orleans in 1860, and it was but two years after that he was called upon to be a spectator of another deadly and protracted strife, in which every soldier in a great army learned to love and venerate him for his calm, heroic courage amid the most appalling dangers and his God-like charity at all times and to all peoples.

Bishop Odenheimer conferred ordination in Christ church, Newark, yesterday on the Rev. Garrett Van Horn, who was admitted to the order of deacon. Mr. Van Horn had recently been a minister in the Methodist Episcopal church. He has been appointed to a charge near Newton, N. J.

The River Mersey Missions for Seamen Society, at their annual meeting at Liverpool, reported that during the past year the chaplain visited 2,236 ships, held 676 services and conversed with 20,000 men. On shore the Scripture readers paid 6,898 visits, conversed with 16,000 men and distributed 20,000 tracts. The society was formed for bringing religion "home" to seamen, either on shipboard or on shore. The results are described as most satisfactory.

Fifteen Old School churches have contributed for Christian work (exclusive of contributions for the "contingent fund" and "congregational purposes") $407,000. Add to these nine others, that have each contributed from $5,000 to $8,000. We find then that twenty-four churches, with 9,000 communicants, have contributed $462,000, and the remaining 2,598 churches, with 237,000 communicants, have contributed $583,000. The average for each of the twenty-four churches is $19,250, and for each communicant $51. In the remaining 2,598 churches the average is $225 for each church and $2 46 for each communicant. The first four of these open handed churches are located in this city. The church on the corner of Fifth avenue and Nineteenth street heads the list with $66,000; next stands the University place church, $60,800; third, the Brick church, $57,700, and fourth, the church corner of Fifth avenue and Twelfth street, $54,500.

The Rev. H. B. Paddock, of Detroit, who was elected Episcopal Missionary Bishop for the State of Oregon and Washington Territory, has declined. Mr. Paddock was elected by a majority of one in a doubtful quorum of bishops.

The health of the Rev. William A. Scott, D. D., pastor of the Forty-second street Presbyterian church, having failed, his congregation have given him leave of absence, and besides continuing his salary and supplying the pulpit have presented him with the sum of $3,000 for the expense of a visit to Europe. He sails this week.

The Board of Trustees of the Wesleyan University at Delaware, Ohio, have decided that there was nothing in the charter or laws of the University against the admission of colored persons. Rev. Robert Grattan, of unmixed African descent, has been admitted into the senior preparatory class.

Many of the Methodist families in Philadelphia have requested that during the next session of Conference no preachers be sent to them who use tobacco.

In self-denying effort no branch of the Church exceeds the Moravians. Their missionaries do not seek out the most civilized and developed among the unbelieving nations, but the most ignorant and degraded. They send missionaries to the Esquimaux of Labrador and Greenland, to the negroes of the West Indies and of Surinam, to Central Asia, to the Hottentots, and to those most degraded of all human beings, the inhabitants of the interior of Australia. They are the missionary pioneers of the Church. Their faith and devotion to God's hardest and most unpromising work is sublime.

The Holly Springs (Miss.) *Reporter* says several acres in Marshall county will be planted in the castor bean this year. It states that before the war the bean was raised successfully and profitably in Pontotoc county, and a mill was established from which a large supply of cold pressed castor oil was furnished.

OUR FERRIES AND THEIR MANAGEMENT.

Third Day of the Session of the Legislative Committee on Commerce and Navigation—Interesting Statements Made by Directors, Employees on Ferries, Outsiders, Editors, Reporters, Big Guns and Little Guns—Everything Satisfactory.

The Legislative Committee on Commerce and Navigation, of which Lawrence D. Kiernan is chairman, held its third and probably final session in this city yesterday, at the Metropolitan Hotel, listening to the testimony of parties interested in the ferries pecuniarily and otherwise. The session was protracted until seven o'clock P. M. and all the evidence that was offered patiently taken. Below will be found the material points in the statements of the stand was the great railroad king (now at war with different witnesses. The first gentleman placed on the Daniel Drew for the control of the stock market and the great railroads leading northward from this city, the Hudson, the Harlem and Erie), and competitor with Robert Bonner in the matter of owning the fastest trotters that ever went at lightning pace through Harlem lane.

Cornelius Vanderbilt sworn—I reside in New York; am not interested in the ferries; do not cross the ferries; interested in nothing in the shape of a steam vessel afloat.

Roland Johnson, of Orange, N. J., sworn—Am a merchant in this city; am not interested in any of the ferries; know little of the workings of the ferries except the one which plies to Hoboken; the improvements on this ferry since last year have been very great; now ferry houses and bridges with floats have been constructed; have doubled their slips; the modes of egress and ingress are now admirably arranged; a new ferry house and slip at the foot of Christopher street have also been erected; at Barclay street a new slip has been erected additional to the one which was there; witness considered these improvements due to the investigations of the committee of last year; the class of employés have improved; Captain Chase, the new ferry superintendent, is exceedingly efficient; the residents of Hoboken, being mostly German, were in the habit of smoking on the ladies' side of the boat and in the ladies' cabins; the boats are too small for the travel, there being only two boats; there has been much detention owing to ice the past season; there ought to be four boats; at a signal from the pilot of the boat the gates are closed and the people prevented from risking their lives by jumping on the boats when leaving the slips; the boats are long and narrow, and were built with a view to speed; there are six boats on the Barclay and Christopher street ferries; I appear here voluntarily; no one interested pecuniarily in the ferries invited me to call here; I am a stockholder in the Morris and Essex Railroad; two, sometimes three boats are run on the Barclay street ferry; they make fifteen-minute trips; there has been some complaint this winter about the irregularity of the boats, not much, caused by the ice obstructing the river and navigation; in life-saving appliances the company have complied with the law; do not know whether, in case of collision, any of the boats would sink; they are lined with tin boxes and efforts have been made by scuttling a boat to sink it, but it was found impossible; we have not boats enough; the improvements have been mainly opposed by Mr. Stephens; the ferry houses are not properly ventilated; the waiting house at Barclay street is built directly over a sewer, and is, doubtless, injurious to health; the approaches to the Barclay street slips are very bad; the streets are muddy; the Barclay street house is being improved; the ferry is part of the property of the Hoboken Land and Improvement Company, the stock of which is nearly all owned by Mr. Stephens.

Joseph J. O'Donohue sworn—Reside in New York; formerly resided in Williamsburg; am a merchant; am interested and a director in the Brooklyn and New York Ferry Company; the boats are in good condition; think the boats are sufficient to meet the wants of the community; the fare is three cents; last year the dividend was ten per cent.; have received less—nothing; have paid for losses; there is no surplus; the company owns land on the other side of the river; it is worth from $400,000 to $500,000; the river frontage is about 1,000 feet; I have seen as many as 800 passengers on board a boat; in the event of an accident the boat could run into a slip; in the event of a boat being hemmed in by the ice the passengers would have to depend on the buoyancy of the boat; the reason why we charge but two cents on the Bridge street ferry is because we have to compete with the Catharine street ferry; found the cabins of the boats in good condition; have not examined the seats; never heard of complaints in regard to the seats; have heard of no complaints of late; ladies' waiting rooms are now exclusive to ladies; no smoking is permitted in the ladies' cabins; we have a superintendent of the ferry; there are two superintendents; the duties of these officers is to see that the boats run regularly, to employ and discharge the pilots, deck hands, &c.; there are women employed to keep the boats clean; do not know whether boats could be built so as to be fireproof; do not think it would be an improvement to build boats of iron; could not say whether boats could be built with watertight compartments; one year the dividend exceeded ten per cent; it might have been twelve per cent; it has been greater than twelve per cent; cannot say how large its greatest dividend has been; cannot say how much the company has made or is making this year; have only been a director one year; do not know where Mr. Hunt, treasurer of the Brooklyn and New York Ferry Company, can be seen; we charge more for a light wagon than for a business vehicle.

C. G. Baxter, sworn—Resides in Williamsburg; engaged on *Evening Post;* looks upon the Williamsburg ferries as nuisances and not safe; the boats, most of them, are old; the cabins have cane seats without cane in them; the boats are cleaned about once a week; one boat, the Idaho, is kept clean; have waited in fine weather for a boat twenty-five minutes; the waiting houses are dirty and broken down; the waiting rooms are not safe from fire in the winter time; the approaches are fair; the life preservers are so high that no man out of Barnum's Museum could get at them; the lifeboats are large enough to hold two, not more with safety; the life preservers will save, perhaps, one each; the boats will carry from 800 to 1,000 passengers; each boat carries between 100 and 200 preservers; in case of a sudden accident no one could be saved except he could swim; the traffic on the ferry is good; the company is financially good; the real estate of the company is worth $200 the running foot; the hands are civil; we never get into the slip straight; generally get in sideways, by squeezing; don't know about the ability of the pilots; on Roosevelt street the company ought to have five good boats running; they now have from three to five running; have heard of accidents; have heard of steamers sinking and being picked up again; there ought to be new houses and a means adopted by which passengers would be prevented from getting into danger by keeping the crowds from jumping after boats; in case of fire on board any of these boats the only means of saving life would be to jump overboard; a life-saving apparatus could be put on board each boat that would save every soul; such a one was offered the company and declined, although cheaper than life preservers; the water closets are exceedingly filthy; the bridges on the Roosevelt street ferry are good; on the Grand street ferry they are not so good, being old fashioned; the ferry has frequently been complained of through the press; the Idaho has been refitted and is the only boat that is in good order on the ferry.

Richard Pollion sworn—Reside in New York; am a director and stockholder in the Brooklyn and New York Ferry Company; consider the boats of the company in good condition; the company contemplate improvements; it is proposed to refit the ferryhouses on the New York side; the boats are kept clean; the directors desire to accommodate the travelling public; Messrs. Chapel and Cole are the superintendents; I am a director in the company; I own about $75,000 worth of stock; the capital stock is $1,000,000; can't remember the dividends of last year; for four years the dividends have averaged eight and one-half per cent; one year we declared twelve per cent; the assets last year were greater than ever before; could not tell how much was paid for my stock; no land has been purchased since I became a stockholder; the boats cannot sink below the guards; the Nebraska did not sink below the guards; cannot say how much of the stock is owned in Kings county; the interest, however, is large.

Thomas Buland sworn—Am a pilot on the Greenpoint ferry; reside at Greenpoint; am not interested pecuniarily in any of the boats; the Greenpoint and Tenth street ferry is good; is so in every respect; have made great improvements of late; have had four new bridges and floats built; all the boats are in good condition and fit to run; they are large enough to meet the public demand; boats run in favorable weather every fifteen minutes; the cabins are sufficient to accommodate the public; the company endeavor to do everything possible for the passengers; they fully comply with the law; one of the lifeboats is metallic and will hold as many as can get on it; the rates of fare are regular; have no pilots under me; boats could be built of iron, and be fire-proof if the boilers were left on shore; do not think them practicable; boats could be built with water-tight compartments; it would be a great improvement; have seen persons go into ladies' cabins and smoke, but passengers help the hands to put such out; I have never seen anything improper on the boat I navigated; have seen young men and young ladies hug each other; this was usually prevented by the deck hands; have heard complaints; have never heard of a lady saying she had been insulted in the water closets; in the morning we often carry across 250 passengers at a time; have 100 life preservers on each boat; am not a licensed pilot at present; have been; in the event of fire on a boat, in the midst of ice, the passengers would have to get on the ice and with life preservers trust to fortune; the bridges are excellent on both sides; are new; they will sustain eighty tons per foot; cannot say anything about gates or bridges; the signal for starting is one whistle from the boat, or one bell from ferrymaster; men are not kept at all times on the bridges to look out for the passengers' welfare.

Robert H. Spears sworn—Am general superintendent of East River Ferry Company; attend to all the wants of the company and of passengers, attend to complaints, rectify fares; buy and sell—in fact, do everything appertaining to and for the ferry; have acted as general superintendent one year; as chief engineer, &c., eight years; have heard complaints made by passengers about beggars, musicians, &c., there are four boats; fare on the Thirty-fourth street ferry is four cents; the fare has been increased from three to four cents; had to increase it or stop the ferry; the company has never made a dividend; they have run boats eleven years; know nothing of the financial condition of the company; the boats run every fifteen minutes, from four in the morning until midnight, at Thirty-fourth street; the James street boats run every half hour; these boats run in connection with the Flushing train; it stops at half-past six at night; iron boats would not be comfortable for passengers; boats could be built with water-tight compartments; would, however, be of no benefit; the bridges are good—safe; intend to put up new ones this spring; the passenger from the carriage way is divided by an A rail; gates are useless; men will go as they please; the boats have not water-tight bulkheads—do not see the utility of them; there is no provision in the lease regulating the charge of fares.

Gideon L. Knapp sworn—Am interested in ferries; I own two, Twenty-third and Tenth streets; these are not companies; one boat runs on Twenty-third street ferry every fifteen minutes; ceases to run at nine o'clock; in the morning, in winter, it commences its trips at six; in summer at five o'clock; the boat is in good condition; the Martha is the principal boat; it was built in 1853, I think; I bought the ferry from Archbishop Hughes, in 1853; I have a lease; the original lease I obtained from the Archbishop; I paid $600 for the present lease; the accounts of the two ferries are kept together; the Martha has never been permanently disabled; has never been damaged materially; her machinery has never been pronounced unfit for service; complaints have never been made about the condition of the boats, that is, of a special character; the cabins of the Martha are in comfortable condition; I cross the Twenty-third street ferry as often as once every day; have never received any profits; have run the boats at a serious loss, a loss of thousands of dollars; the present lease dates from December, 1866; up to that time had the lease from the late Archbishop; have held it since 1853; there has not been a cent of profit; I think the ferries one of these days will improve; anybody can have them for cost and interest; cannot give the number of persons that cross on my ferries daily; we roughly guess at these things; annually we carry about 1,500,000 persons; fare for foot passengers is four cents; it is discretionary with me as to charges; when I first obtained the lease the charge on Twenty-third street was four, and on the other three cents; the boats are good and sound; they are not so fine looking as some; the ferry is kept in good condition; two boats run on the Tenth street ferry; there are life preservers on each boat; think about one hundred on each; I could run a greater number of boats, but it would not be convenient for my pocket; there was a meeting held at Greenpoint against the ferry, but never knew what it was all about; it is not necessary to put on another boat; we can do three times the business we are now doing with our present boats; sometimes when a funeral cortege, with one hundred carriages or so comes along they have to wait a little; a boat can be loaded in eight to twelve minutes; private carriages are thirty and funeral carriages twenty-five cents both ways; my pilots have been most of them on other ferries; I have made two or three from deck hands; the prices have been made as near right as possible; we keep a woman on each boat; they are usually clean; can't prevent tobacco juice from getting on the floor; bought an immense quantity of spittoons, but it was not a week before they were thrown out at the windows; do not believe water-tight compartments would be of any use; do not think ferry boats as they are now constructed would sink; have never lost life by accident, as near as I can find out; but four lives have been lost on all the ferries in four years; my bridges are new and in superior condition.

A. P. Sandlen, sworn—Am connected with the East river ferry; am a pilot; am not licensed; the ferry boats are in good order; the boats are reasonably large; large enough for the ferry; could pack two thousand people on one of the boats if necessary; run every fifteen minutes; run regularly; never heard of complaints; occasionally have had accidents; pilots never collect fare; have no pilots under me; know nothing of the financial condition of the company; can't give the dimensions of the cabins; the boats are not old; have been a pilot eight years; know nothing of the terms of the lease; there was a time when it was necessary for pilots to take out licenses; they were required at one time to have a national license; pilots are not held responsible for damages; licensed pilots are not responsible; have met with accidents; accidents often happen when it is not possible to avoid them.

George C. Bennett sworn—Am the editor and proprietor of the Brooklyn *Daily Times;* am not interested in ferries; cross usually on the Roosevelt street ferry; ever since I could remember I have heard of complaints; the boats on the Roosevelt street ferry are in good condition; the objections to the ferry are the high rates of fare and slowness of speed; the latter arises from excessive and unwise economy; another complaint is that while residents in Williamsburg pay three cents the company run the Bridge street ferry for two cents; this is at the expense of the Williamsburg people; the ladies' cabins are clean; people are sometimes reckless; the great cause of complaint is the high rates of fare on foot and other passengers and vehicles, being nearly double that of the Union ferry rates; have been compelled to wait fifteen minutes often for a boat; the boats are all supplied with life preserving apparatus; in the evening the boats are very much overloaded; have read the leases of the company; the value of the company's land on the Williamsburg side is worth about $1,000,000. The extent of frontage is considerable, as the land is the most valuable in the Eastern District of Brooklyn; have heard that fourteen per cent had been declared as the dividend of last year; by absorbing other companies they have run their capital stock up from $200,000 to $1,000,000; next to the Union the Brooklyn is the best ferry on the East river; I know of but one person living in Williamsburg who is a stockholder; the ferries are a subject at my office of constant complaint, mainly for excess of fare, for irregularity of time and speed, condition of the boats, &c.; it would be difficult to find a person who had not a complaint to make; my impression is that the capital stock has all been paid in—that it has never been watered; the stock of the Brooklyn and New York company has been sold at public auction at $150 per share, originally costing $100; the people of Williamsburg are unanimously opposed to the high charges, &c., of the company; I have seen the boats filled time and again from stem to stern with people; the ferry houses are poor, the bridges are in fair and the slips are in poor condition; the owners do not care for the interests of Williamsburg; there has been little loss of life at these ferries; gates are unimportant; the Houston street ferry is not connected with the Brooklyn company; do not think George Law is interested in the Houston street ferry; the scale of prices should be reduced one-third and five boats run on the Roosevelt street ferry; the owners are nearly all non-residents; little attention is paid to the ferry; it is managed in a penny wise and pound foolish manner; the pilots are good, experienced men; the ferry houses are in poor condition.

A. G. Bensen, sworn—This witness merely testified to the propriety of having the law of 1845 re-enacted, appointing a board of ferry commissioners to regulate the ferries. He maintained that there was nothing, in the event of an accident, to prevent a fearful sacrifice of life; he was in favor of iron boats; there were times when if an accident happened assistance could not be rendered by other boats; all would be over with the majority of passengers before the boat in danger could be approached; there was originally a Board of Management that conducted the Brooklyn ferries up to 1850; but most of the members of this board retired, and the Union Ferry Company gradually grew up in its place; forty million passengers, at two cents each, would give $800,000; the income of the Union Company certainly amounts to that sum; on the Fulton ferry there should be two able boats to carry passengers alone; there ought to be watertight compartments built in all the boats; as to cleanliness, the boats of the Union Ferry Company are kept in order; the ferrie would pay at one cent per passenger, in gold; they could be maintained in perfect order at that price. The gentleman here made suggestions as to the best means of increasing the facilities for and rapidity of travel within the corporate limits of Brooklyn.

Wm. H. Corwaitn, sworn; live t Greenpoint; am a ferry master on the Tenth and Twenty-third street ferries; four cents for passenges is the fare on our boats; we have, from time to time, altered the prices as to vehicles; our fares were altered by the combination of other ferries; on rate for foot passengers was increased in consequence of the increase of wages, from three to fur cents; the boats of our ferry are