THE FRESHETS.

Troy, Albany and Other Points on the Hudson Partly Submerged.

The Hudson River and Central Railroad Tracks Under Water.

A Bridge Washed Away in Canada and Eleven Persons Drowned.

ALONG THE HUDSON RIVER.

The Lower Portion of Troy Submerged—Heavy Loss Expected.

TROY, April 22, 1869.

The flood in the river here is the highest it has been since 1857. The lower portion of the city is inundated and several piles of lumber have been carried away from West Troy. Railroad travel is suspended. The storehouse of the Glens Falls Lime Company at Green Island, containing about 1,500 barrels of lime, was set on fire by the water slacking the lime and the building was wholly destroyed, together with the storehouse of Toles & Sweet, of this city; loss, $5,000. The freshet north of us is very severe. The boom above the dam at Glen's Falls was carried away this morning and 40,000 logs set adrift. The loss will be very heavy.

Albany Under Water—The Greatest Freshet Since 1857—Travel Almost Entirely Suspended—The Water Still Rising.

ALBANY, April 22, 1869.

The water here is higher than ever before known for a spring freshet without ice. It has reached a point within two feet of the great freshet of 1857 and it is still rising steadily against a strong northwest wind. The lower section of the city is completely inundated. Broadway for a distance of a quarter of a mile is navigable for boats. The steamer Drew, of the People's line, was compelled to land at the high dock of the Boston Railroad on the opposite side of the river. The passengers were brought to this city across the railroad bridge and the freight was transferred to a barge. The Drew will leave from East Albany to-night.

LATER.

ALBANY, April 22—P. M.

The water is still rising here at the rate of an inch per hour. The wind is stiff from the west. The track of the Hudson River road is submerged at different points between here and Stuyvesant and in some places it is washed away. Several bridges on the Central have been carried off their bearings, and travel is entirely suspended.

The Water at a Stand Still—Prospects of Travel—Sufferings of Families—Mails Delayed.

ALBANY, April 22—10 P. M.

The water has probably reached its highest point. It has been at a stand for two hours. Passengers from New York this morning arrived here at four o'clock, via the Boston road, from Chatham. The Hudson River road is badly damaged between this city and Castleton, but to what extent cannot be ascertained until the water subsides.

The Hudson river has not been so high since 1857 as it is now. Hundreds of families have been driven out of their dwellings by the inundation, and there is much suffering. The passenger boats and propellers are compelled to land on the east side of the river at the Boston railroad dock. The mails from all directions are from six to twenty hours behind time. Up to a late hour this evening the water had receded only an inch from the highest point reached.

No Travel North of Hudson on the Railroad—Passengers Go to Albany via Chatham—The Water Still Rising.

HUDSON, April 22, 1869.

The passengers on the New York express train this morning were transferred to the Hudson and Boston road, and will go Chatham, thence to Albany via the Harlem Railroad. The water obstructions continue north of this point. The track between Stuyvesant and Schodack is washed away, as it is also between the latter point and Castleton and between Castleton and East Albany. At this time (half-past twelve o'clock P. M.) the water is still rising and all chances for trains getting through are doubtful. Superintendent Toucy has gone to the break with a special engine. Men are in readiness to repair the track as soon as the water recedes. Tickets are not sold to any point north of Hudson.

Two Feet of Water on the Hudson River Railroad Track—No Serious Damage Apprehended—Chances of Trains Getting Through.

POUGHKEEPSIE, April 22, 1869.

For a distance of a mile between Albany and Castleton the track of the Hudson River Railroad is covered with nearly two feet of water. No trains have come south up to eleven o'clock this morning. The water where the trouble exists is still rising, but no serious damage is apprehended. Trains will probably get through at a late hour this evening. The wind is northwest, blowing fresh.

IN THE MOHAWK VALLEY.

The Greatest Freshet Ever Known in the Valley—Railroad Travel Suspended—The Tracks Five Feet Under Water.

ALBANY, April 22, 1869.

The flood along the valley of the Mohawk is the greatest ever known. The railroad tracks are under water for miles. No trains have passed over since Tuesday night. It is supposed that the track is washed away in many places, as also several culverts. The Rensselaer and Saratoga Railroad is five feet under water between here and Troy.

The Mohawk River Falling—Central Railroad Trains Moving Through the Water.

ALBANY, April 22, 1869.

The water in the Mohawk river is falling rapidly. The Central Railroad trains are moving cautiously through the water. The tracks appear to be slightly damaged, and it is expected that the trains will run regularly to-morrow.

Height of the Mohawk River—The Valley Entirely Submerged—Four Feet of Water on the Public Roads.

SCHENECTADY, April 22, 1869.

The water in the Mohawk river to-day is fifteen feet above low water mark. The valley above the city is entirely inundated. The water is from three to four feet deep on the public roads. The water touched the old Mohawk bridge last night, but is a little lower to-day. No trains will leave Syracuse to-day, or Buffalo or Suspension Bridge for points east of Syracuse.

Great Freshet in Black River—Heavy Damage Inflicted.

WATERTOWN, April 22, 1869.

There is a great freshet on the Black river at Watertown. A gristmill, house, woollen factory and machine shop have been swept away, and several other buildings much injured. Dams, flumes and bulkheads have been carried down the stream, and it will take months to repair the damage. The forcing pump for supplying the village with water has been damaged. The loss will amount to several hundred thousand dollars.

The Railroad Track Submerged from Fonda to St. Johnsville—The Water Falling—Bridges Carried Away—Repairs to be Quickly Made.

FONDA, April 22, 1869.

The flood reached the highest point yesterday noon, higher than it has been for many years. The railroad track has been submerged from Fonda to St. Johnsville, a distance of twenty miles. It is now falling slowly. The track and embankments are but slightly injured. Black's bridge, three miles west of Little Falls, has been carried away. A few culverts have been raised by the water, but they can be quickly repaired when the water goes down. Superintendents Tillinghast and Priest are on the spot and are doing everything possible to get the road in running order, which will probably be to-morrow.

Trifling Damage West of Utica—Railroad Travel—A Small Bridge Carried Away Near Palatine.

UTICA, April 22, 1869.

The damage by the flood west of this city is trifling. One side of the bridge at Rome has fallen about one foot and all trains pass on one track. One train came through from Syracuse this morning. A western bound train has been made up which will take passengers back to take the Erie road from Rochester. The small bridge one mile beyond Palatine has been carried away and a locomotive has dropped into the break. Nothing can be done until the water falls.

THE FRESHET IN NEW HAMPSHIRE.

Great Height of the Merrimac River—Detention of Trains—Wash-outs Reported at Various Places—Loss of Property.

CONCORD, N. H., April 22, 1869.

The Merrimac is higher at this point than at any time since 1862, owning to a breach and land slide on the Vermont Central Railroad at Braintree. The mail train on the Northern road, due here yesterday afternoon, was over five hours late and the express train three hours late, arriving here together at eleven o'clock last night. The water is rising about an inch an hour, and the bridge across the river here, on the Montreal road, is not considered safe for the passage of trains. The passengers on this road will be taken to Fisherville, on the Northern road, and carried across. There is a wash-out at South Charlestown, and the passengers have to be carried by in boats. A wash-out between Wells river and Newburg, Vt., prevents trains going beyond Newburg. A raft of 15,000 logs, belonging to Mr. Barron, at White River Junction, broke loose last night.

The Merrimac Falling.

CONCORD, April 22, 1869.

The flood is abating, and all the railroads will soon be in running order. The tracks of the Concord and the Northern Railroads have not been interrupted.

The Connecticut River Twenty-one Feet Above Low Water Mark—Obstruction to Travel.

SPRINGFIELD, April 22, 1869.

The Connecticut river reached twenty-one feet above low water mark this morning and has since receded about a foot. Direct travel between this city and Northampton was suspended to-day, and one track on the Hartford and New Haven road, at Thompsonville, disabled. Both roads will probably be repaired to-morrow. The river has been the highest since 1867.

THE FRESHET IN CANADA.

Great Freshet at Montreal and Along the St. Lawrence—La Prairie Nearly Submerged—The Water Up to the Roofs of the Houses.

MONTREAL, April 22, 1869.

The inundation is nearly as bad now as during the great flood of 1861, and there is as yet no prospect of relief by the ice breaking up. The Custom House is surrounded and the water has reached Lemoine street. The roadway in Craig street, west, is flooded nearly to Bonaventure street. The Grand Trunk cars cannot come further than Point St. Charles. No communication has been had with St. Helen's Island since Monday. Longueville and La Prairie are flooded to an alarming extent, the water in the latter place being nearly up to the eaves of the houses. A signal of distress has been hoisted, and much loss of life and farm stock has probably taken place.

A Bridge Washed Away and Eleven Persons Drowned.

GRANBY, April 22, 1869.

While a number of persons were congregated on the principal bridge at this place last evening watching the flood one end of the bridge gave way precipitating eleven persons into the river. The river being very swift at this point and the water unusually high no assistance could be rendered to the victims of the disaster, and the whole number were quickly carried out of sight and drowned.

The Track of the Huron and Buffalo Railroad Covered with Water to the Depth of Six Feet.

BUNNVILLE, April 22, 1869.

The track of the Buffalo and Lake Huron Railroad east of this point is covered with water to the depth of six feet. Through passengers are transferred to the Great Western cars at Paris. An immense destruction to property in this section has been caused by the flood.

FRESHET ON THE DELAWARE.

The Wharf at Trenton Submerged.

The river Delaware was so swollen yesterday that the wharf at Trenton was submerged, and passengers and freight had to be conveyed in wagons to and from the steamboat plying between that city and Philadelphia. It was still rising last evening.

RAILROAD TRAVEL.

No Interruption on the Erie Railroad—Detention of Mails.

The trains of the Erie Railway have suffered no interruption from the freshet prevailing in the western part of the State, and are running regularly on time. The mails for the West, via Albany and Buffalo, will probably be delayed until the waters subside and travel is resumed.

THE CONNECTICUT.

[From the Hartford Post, April 21.]

The river continued to rise yesterday afternoon and last night, and at five o'clock this morning stood at twenty-one feet six inches above low water mark. At quarter-past ten this forenoon it had reached twenty-two feet six inches, and was then rising at the rate of an inch and a half an hour. The flood, therefore, bids fair to be the most serious one which has visited us for several years, the water now being higher than it has been in any year since 1862. Pigville is flooded, and portions of Windsor, Pleasant and Commerce streets are also covered with water, and families inhabit the upper stories of their dwellings, passing from one point to another in such crafts as can readily be procured. There is still much snow to the north of us which will doubtless be melted by the warm rain of to-day, and will tend to keep the river rising for some time. The floods which have been higher than this occurred in 1854, when the water stood thirty feet above low water mark; in 1862, when it stood twenty feet seven inches; in 1801, when it stood twenty-seven feet seven inches; in 1843, when it stood twenty-seven feet two inches; in 1841 when it was twenty-six feet four inches; and in 1839, when it was twenty-four feet two inches.

NATIONAL BOARD OF FIRE UNDERWRITERS.

The National Board of Fire Underwriters reassembled in convention yesterday morning, Mr. McLean, President, in the chair.

Mr. Howard, from the Committee on Nominations, reported the following as officers of the Board for the ensuing year. The report was accepted by the Convention and the officers confirmed:—President, James M. McLean; Vice President, L. J. Hendie; Treasurer, J. S. Parish; Secretary, W. Connor, Jr.

The Convention then proceeded to the consideration of the resolution offered yesterday by Mr. Crowell, to the effect that on and after May 1 all companies represented in the National Board pledge themselves that the rate of commission which they will allow to agents to whom over ten per cent commission is paid shall be calculated only upon the net premiums due the company after deducting taxes, licenses, advertising and all other agency expenses, losses excepted.

Mr. Bean offered the following resolutions as a substitute, and they were discussed together:—

Resolved, That in the opinion of this Board the commissions to the agents should not exceed ten per cent over the gross premiums.

Resolved, That the Executive Committee be requested to take the necessary measures to carry the above into effect.

Mr. Eldridge proceeded to speak on the subject, but his remarks were brought to an abrupt close by a false alarm of fire having been sent out by the Fire Commissioners for the corner of Broadway and Liberty street, to enable the delegates to see how rapidly the New York firemen proceed to a fire. The delegates seemed much pleased with the display.

Mr. Eldridge then resumed his remarks on the subject of reducing the rates of commissions to agents, and spoke strongly in favor of the adoption of the resolution of Mr. Crowell.

The question was then discussed for some time by Messrs. Satterlee, Bean, Bowker and Lober, when Mr. Crowell introduced the following, which he asked the Convention to consider in connection with the subject under discussion:—

Resolved, That in all places where no rebate is paid the assured, agents who issue policies to be paid ten per cent commission and regular licensed insurance brokers five per cent commission. Where rebates are permitted a commission to be allowed in lieu thereof equal to the same.

Mr. Briggs spoke in favor of paying agents only ten per cent commission on gross premiums, and moved that the substitute of Mr. Bean be raised from the table and acted upon. The motion was declared out of order.

The discussion was continued by Messrs. Hendie, Stoddard and Lamport, and the last substitute was voted upon and lost.

Mr. Briggs then offered the following:—

Resolved, That from and after May 1, 1869, all companies connected with the National Board of Fire Underwriters hereby pledge themselves that the rate of commissions which they allow to agents shall be only ten per cent on the gross amount of premium received.

Mr. Platt said that two years ago he was one of the strongest advocates of the ten per cent rate. A paper was signed in Boston at that time to the purpose that no more would be paid. Those pledges had been violated, and he for one was opposed to laying down here a rule to govern the internal economy of any office. A year ago he said that the insurance business of New York was rotten, and he was roundly abused for it; but he was sorry to say that he saw no reason for changing his opinion. In the event of the passage of the resolution he for one would not be bound by it.

Mr. Garrigue took exceptions to the remarks of the speaker. He thought every company was bound by the action of the convention, and if they refused to abide by the action of the majority, that company ceased to be a member of the National Board.

The amendments were then severally voted upon and lost, after which the resolution as originally reported by the committee was amended to read as follows, and adopted:—

Resolved, That from and after June 1, 1869, all companies connected with the National Board of Fire Underwriters hereby pledge themselves that the rate of commission which they will allow to agents shall be calculated only upon the net premiums due the company after deducting taxes, licenses, advertising and all other agency expenses, losses excepted.

Mr. Barton offered the following, which was adopted:—

Resolved, That it is the sense of this meeting that ten per cent commission on the gross premiums be allowed to agents and five per cent to brokers, with no rebate whatever; and that the Executive Committee be authorized to see if this reduction cannot be made the rule of all the companies composing this Board.

Mr. Webster, of Hartford, introduced a preamble and resolution to the effect that as the system of rebate and brokerage prevailing in New York and other cities is undermining the foundation of the insurance interest, the allowing of any rebate or commission to the assured or brokerage on risks within the jurisdiction of any local board shall be considered a violation of the Chicago compact and rules of the National Board after the 1st of May next.

This preamble and resolution gave rise to a bitter debate between Messrs. Bowker, Bean, Heald, Satterlee, Driggs, Hope and Davis.

The resolution was then submitted to a vote and declared lost.

A resolution, introduced by Mr. Chase, was adopted directing the secretary to issue, as soon as practicable after the adjournment, a circular notifying companies, agents and local boards of the adoption of the resolution relating to the basis for computation of agents' commissions.

After the adoption of some other resolutions of less general importance the convention adjourned till this morning.

Complimentary Banquet Last Night.

The New York Board of Underwriters last night gave a complimentary dinner to the National Board of Fire Underwriters, at Delmonico's. The dinner was of the usual *recherché* description, and about 200 persons sat down at the tables. About ten o'clock the cloth was removed and the usual after dinner speeches were made. Mr. James M. McLean occupied the chair, and Mr. Seidler Steicker, of Baltimore, responded to the first toast, which was the National Board of Fire Underwriters.

He was followed by Counsellor O'Shea, Mr. Burnett, Mr. Heald, Judge Patterson, Mr. Pitt Palmer, Mr. Boughton, Mr. Savage, and other gentlemen, who made appropriate and unique responsive addresses to the various toasts and sentiments. About midnight the meeting adjourned. The greatest good feeling obtained throughout the meeting.

THE UNION PACIFIC RAILROAD.

Meeting of Stockholders in Boston—The Office of the Company to be Removed from New York to the "Hub"—Remarks of Mr. James Brooks and Others.

BOSTON, April 22, 1869.

The first meeting of the stockholders of the Union Pacific Railroad in this city was held to-day, at the office of Gledden & Williams, Hon. Oakes Ames presiding.

Mr. R. G. Hazard, of Rhode Island, offered the following resolution, which was adopted:—

Resolved, That in conformity with an act of Congress approved April 10, 1869, the general office of this company is hereby established in the city of Boston, and until some other place in said city shall be designated and provided by the directors of said company, or by some duly authorized committee, it shall be at room No. 2, at 114 State street, in said city of Boston.

Mr. Frederick Nickerson, of Boston, offered the following, which was adopted:—

Resolved, That the special committee of five appointed by the directors of April 8, 1869, be a committee to remove from our late general office in New York or elsewhere to our general office just established in Boston all books and papers, and also any things belonging to this company, which, in the opinion of said committee, should be so removed, and to dispose of our office furniture and fixtures in New York.

H. S. McComb, of Delaware, offered the following, which was adopted:—

Resolved, That the order of the Board of Directors in New York, on the 11th of March last, appointing S. Dillon, John Duff and H. Price a committee, with certain powers, to be exercised on or near the line of our road, in relation to constructing and operating the same, is hereby approved and affirmed.

C. A. Lambard, of New York, offered the following, which was adopted:—

Resolved, That the action of the Board of Directors appointing W. T. Glidden, Oakes Ames, James Brooks, C. S. Bushnell and B. E. Bates a committee to sell our first mortgage and land grant bonds to the shareholders in this company the contracts made for the sale in conformity thereto is hereby approved and confirmed, and the said committee are hereby authorized and requested to receive payment for the same and to apply the amount so received to the payment of the current expenses and debts of this company.

B. E. Bates offered the following, which was adopted:—

Resolved, That the seal heretofore used by this company be and the same is hereby cancelled and destroyed, and the President is hereby authorized and requested to procure a new seal, with such device and inscription as he may direct.

Mr. James Brooks, of New York, then addressed the meeting as follows:—I am not a stockholder, but, as one of the government directors whose duty it is to watch the interests of the United States in this road, know well its position. Congress for several years prior to 1862 had been called upon by commerce and trade, by the Post Office and War Departments and by both of the then great parties of the country in national convention assembled to provide the ways and means for connecting the Atlantic with the Pacific States. In 1862 Congress in obedience to the public opinion thus expressed, chartered nearly 200 corporators, giving them tracts of alternate sections of the public lands, with other privileges of importance. The engineers of the government, however, presented to them through Colorado such frightful roads, and passes over the then comparatively unknown Rocky Mountains, that the railroad men everywhere declined to accept the charter. The charter was, at it were, dead from 1862 to and into 1864, when Congress, the more to tempt railroad men and capital to start and invest, subordinated as a security the mortgage bonds they promised the company to the first mortgage bonds of the company itself. Not even then, for a year or more, could capital in New York, Boston, Chicago and elsewhere, be tempted to invest much. It is a noteworthy fact that but two of the original corporators now held on, and for a long time the whole capital and energy invested in the work came from two gentlemen—one of the original corporators alluded to, and another, not an original corporator, in the city of New York. These gentlemen had expended their means after seeking in vain for essential help in New York, Albany, Philadelphia and elsewhere. One of them came to Boston and was successful in securing at first only small investments. The capital of the country would not look at the work to invest in it. The Rocky Mountains were a howling wilderness. Pawnees and savage Sioux and other Indians infested the Plains and threatened the lives of or killed the surveyors, engineers and track builders. Fortunately for the men who had invested in the road, their engineers discovered other routes over and through the Rocky Mountains less frightful than the government engineers had marked out—routes which science and art could overcome at far less expense than those originally contemplated. The discovery of these routes alone saved the company from bankruptcy, and all concerned in it from ruin. Their engineers found no more difficulties in passing and threading the Rocky Mountains than they had in passing the Alleghanies. When these discoveries were made capital freely flowed in, and, alas, to say, envy and cupidity too, on the part of some who had let slip their opportunity to become corporators or stockholders. It must be remembered that when the work was begun Iowa had no railroad across from the Mississippi to the Missouri. There was no wood for ties on the prairies of Iowa and Nebraska, and only cotton-wood within reach on the Missouri. The company had to be at the expense of burnettizing the cotton-wood ties, and as the woods of the Rocky Mountains were reached have been at the additional expense of substituting for these cotton-wood ties better timber. Rails could not be carried then as now overland, but at great expense were shipped from New York or Philadelphia to New Orleans, thence carried by steam up the Mississippi and Missouri to Omaha. Locomotives, too, had to be shipped by the same routes. Workmen had to be brought from the Atlantic States. The expense of doing everything was double and treble what the same work would cost in the Atlantic and Ohio River States. The construction train bristled with arms and armed men as the invaded the haunts of hostile savages. Locomotive trains were fortified on the prairies as would be ships against pirates in the open sea. Looking at all these obstacles it was no wonder that capital was affrighted, even under the generous act of Congress in 1862 and the more liberal act of 1864. When Congress thus legislated in 1864, I speak what I know as a member thereof when I say it was never expected that the company would pay back one dollar of the principal of the bonds Congress then agreed to loan; but the company now asks for and exacts no such bounty. They mean and expect to repay all and the interest upon all, while they have opened Territories and States which could not have been settled for fifty years without their iron road. Congress, in the charter of 1862, asked only that the road be completed in 1876. But it is substantially completed. Fourteen years' work has been really done since 1864—in five years. The car that leaves Boston a few days hence can be landed on one continuous track over 3,000 miles off on the shores of the Pacific. The work then and the excellence of it too, considering the obstacles it has surmounted, is the most wonderful work of civilization, and despite a few unjust attacks at home, it challenges the admiration of mankind. I am not insensible to the many high honors my friends have given me in a long public life, but this is the brightest and best of them, in enabling me to connect my name with the great monumental work of the age.

Mr. Oliver Ames then read the following telegram:—

COUNCIL BLUFFS, April 21, 1869.

TO OLIVER AMES, President Union Pacific Railroad:—Central Pacific Railroad, eighteen miles from Promontory Summit. We are twelve miles from Summit.

G. M. DODGE, Chief Engineer Union Pacific Railroad.

Mr. Ames explained that the despatch was equivalent to a statement that thirty miles now intervene between the completed portion of the two roads which will connect the Atlantic with the Pacific.

Remarks were also made by Messrs. R. G. Hazard, of Rhode Island, and J. M. S. Williams, after which the meeting adjourned until twelve o'clock to-morrow.

AMUSEMENTS.

STEINWAY HALL.—THE CREATION.—A regular old-fashioned oratorio audience, large in numbers and brilliant in appearance, was present at Steinway Hall last night. The "Creation" is always and deservedly a favorite, and with such an artist as Mme. Parepa-Rosa in the soprano *rôles* of Eve and Gabriel it has proved a strong magnet at this hall. It was given last night by the Mendelssohn Union and Thomas' orchestra, with Messrs. J. R. Thomas and Simpson to assist Mme. Rosa in the solo parts. Theodore Thomas conducted with a keen appreciation of the beauties of the work, and his *tempi* were in general faultless.

The great charm of Haydn's work is its descriptive and dramatic character, and simplicity of the materials used in it. Although the representation of chaos at the outset is not exactly the kind of thing that Liszt or Wagner would recommend to illustrate such a subject (for they would have every musician at loggerheads before the oratorio rightly commenced), yet there is a restless uncertainty, and we might say aimless character, about those *largo* measures which is very perceptible. Raphael, the principal narrator (baritone), has some lovely solos scattered through the work. "Rolling in Foaming Billows" requires a voice of much power and rare dramatic talent. The tenor also is almost overloaded with airs of the most beautiful kind. Mr. Simpson did full justice to each and all of them. But the principal attraction was the exquisite rendering of "With Verdure Clad" and "On Mighty Pens" by Madame Rosa. Her voice came out with all its pristine purity and clearness of tone and was a faithful mirror of Haydn's noble measures. The choruses were rather unevenly balanced, the tenors and basses being overshadowed by the ladies' voices. We think that the singers were not well placed on the stage for oratorio. The men should occupy a higher platform than the ladies, so that their voices can be heard more distinctly.

The orchestra was excellent, and the charming little solos which fall to the part of nearly every instrument were given with the utmost precision and delicacy. Mr. J. R. Thomas was successful, as usual, in his line. Considering that it was the first time, as we have heard, for the Mendelssohn Union to sing this difficult and trying work, they acquitted themselves better than we ever imagined they would do.

ACADEMY OF MUSIC.—The testimonial to Mr. Neil Bryant at the Academy of Music last evening was a perfect ovation, and fully evidenced the great popularity of the worthy recipient. It is indeed a long time since the building was so densely crowded, and the number unable to gain admission would have filled a good sized theatre. The entertainment provided for the occasion was of most attractive character, and was carried out in a highly creditable and artistic manner. Bryants' talented band of minstrels opened the programme with some of their excellent selections. During the evening Mr. J. Levy played on the cornet with his usual power and expression; Unsworth appeared "on the stump;" the irrepressible Tony Pastor sang a sparkling medley, and Eugene warbled harmoniously in his celebrated *rôle* of the prima donna—all being received with the most demonstrative tokens of approval. Mr. Neil Bryaut on coming forward was greeted with a round of approbation and acquitted himself most satisfactorily on the flutina, playing a well selected fantasia, for which he was loudly applauded. One of the most amusing features on the programme was the inimitable performance of Mr. Emmett, whose delineations were characterized by genuine ability. But the real attraction of the evening was Mr. Dan Bryant's impersonation of Handy Andy. The interest of the entire audience was centred in it, and properly too, for a more humorous representative of that celebrated character could not have been presented. The blunders were performed with a master hand, while the apparent unconscious wit flowed naturally and unaffectedly with the most successful result, for the mirth of the assemblage was unrestrained as Dan himself. Moreover, the play itself (which is now a household word) was creditably placed upon the stage, and throughout elicited much admiration for the excellent interpretation given to the several characters. Altogether the complimentary testimonial to Mr. Niel Bryant was highly successful, as it was assuredly well deserved.

BROOKLYN ACADEMY OF MUSIC—FAUST.—Miss Kellogg made her "last appearance in opera" last evening at the Brooklyn Academy, selecting for the occasion that character in which she has secured perhaps her greatest triumphs, Margherita, in Gounod's opera of "Faust." Miss Kellogg was supported by Mme. Natalie Testa as Siebel and Signor Antonucci as Mephistopheles. In consequence of the severe hoarseness of Herr Habelmann, the part of Faust was sung by Signor Lotti, whose efforts, however well intentioned, served mostly to suggest regrets of Herr Habelmann's indisposition. Miss Kellogg was, of course, charming; but her pleasing interpretation of this *rôle* is so well known as to render even thus much of criticism superfluous. The house was well filled with a select and critical audience.

Musical and Theatrical Notes.

"The Great European Circus" will remain encamped in this great metropolis but for one day more. The farewell matinée will be given to-morrow afternoon, and the last evening performance to-morrow night. The arrangements have been fully completed for the travelling season, and on Monday next the "great" concern will be off on its rambles through the country. New Jersey will be the "stamping ground" for a short time, after which they which they will strike through the New England States, eventually bringing up in the "Hub," where it is expected they will create an immense sensation.

"The New York Circus" likewise deserts our proud city after Saturday's performances—matinée and evening—and will pitch its tent in Washington on Monday, with the view of teaching our irreproachable law-makers there some new dodges in the way of ground and lofty tumbling. After fulfilling its mission in Washington, Manager Lent will transport the trained horses, acrobats and clowns attached to the "great show" to Boston, which town it is proposed to capture in true Gotham style—"with a hurrah!"

Mme. Parepa-Rosa has organized a scheme for a six months' tour of grand English opera. The best American artists to be had have already been engaged—among them Castle, Campbell, the Seguins, who are not excelled in their respective positions by any artists in Europe. Alberto Lawrence, the celebrated English baritone, has also been engaged, and engagements are pending with others, as it is intended to have almost a double company. The best soprano to be found will be secured, and the secondary parts and the chorus will be efficiently filled. The principal instruments of the orchestra will travel with the company. The repertory will consist of Weber's "Oberon," Mozart's "Marriage of Figaro," such old standard English operas as "Maritana," "Martha," "The Bohemian Girl," and several interesting novelties, which will be duly announced. The French theatre, in Fourteenth street, has been engaged for the opening of the English opera season about the middle of next September.

"Flying women" and "men of the air" are multiplying with unpleasant rapidity. Mr. Leonard Grover, inspired by the furor created by Mlle. Tournour and the plucky little Gregorys, has engaged from Europe an "artist" who ties higher than anybody else and who will probably fall harder when he does drop, which as a betting proposition is about ten to one that he will. If we must have this kind of thing let it be done by the men, not little, bright-eyed children and poor, weak-minded girls, who mistake the mad yells of a brutal mob of heartless men for the echoes of fame. When they fall the verdict is "fool," and the next night they are forgotten, whether they are carried to the hospital or the grave.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	5 10	Moon sets..morn	3 53
Sun sets.....	6 47	High water.morn	5 54

PORT OF NEW YORK, APRIL 22, 1869.

CLEARED.

Steamship Australasian (Br), McMicken, Liverpool—E Cunard.
Steamship Main (NG), Von Oterendorp, Bremen—Oelrichs & Co.
Steamship Eagle, Greene, Havana—Atlantic Mail Steamship Co.
Steamship Mexico, Hutchinson, Indianola.
Steamship Gen Barnes, Morton, Savannah—Livingston, Fox & Co.
Steamship Saratoga, Alexander, Norfolk, City Point and Richmond—N L Mcready.
Steamship Drizo, Johnson, Portland—J P Ames.
Steamship Nereus, Bearse, Boston—W P Clyde.
Ship Arracan, Spence, Anjier for orders—B E Morgan's Sons.
Ship Robena, Wade, New River, NS—T Dunham's Nephew & Co.
Bark Harzburg (NG), Kuhlhen, Antwerp—Edye & Brock.
Bark Harvest Home, Dickey, Havana—H D & J U Brookman.
Bark Annie Ada (Br), Moore, Barbados via Wilmington—Boyd & Hincken.
Bark Mayflower, Dill, Barbados—H Trowbridge's Sons.
Brig Isabel (NG), Welshersen, Hamburg—Edye & Brock.
Brig Emma (Pr), Barker, Hantsport, NS—Crandall, Umphrey & Co.
Schr E A Gragin, Newcomb, Inagua—B J Wenberg.
Schr W E Audenreid, Baker, Indianola—W Rayner.
Schr Wave Crest, Davis, Philadelphia—G K Rackett & Bro.
Schr Henry, Dobbins, Elizabethport—Snow & Richardson.
Schr Evelyn, Crowley, Portland—Snow & Richardson.
Schr Osprey, Crowley, Boston—Snow & Richardson.
Schr Dart, Johnson, Stamford.
Sloop Enterprise, Rayner, Derby—G K Rackett & Bro.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Tarifa (Br), Murphy, Liverpool April 6, Queenstown 7th and Boston 21st, with mdse, to E Cunard.
Steamship Isaac Bell, Bourne, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.
Steamship John Gibson, Winters, Alexandria, with mdse to Phillips & Brown.
Steamship Glaucus, Waldon, Boston, with mdse and passengers, to Wm P Clyde.
Steamship Wamsutta, Fish, New Bedford, with mdse and passengers, to Ferguson & Wood.
Ship Emerald, Mickell, Leghorn, 75 days, with marble and rags, to Howland & Frothingham. Passed Gibraltar Feb 24. Came the southern passage; had light, baffling winds and no trades, and has been 8 days north of Hatteras, with variable winds and thick fog.
Ship Italia (of Bath), Whitmore, San Francisco, 130 days, with wheat, &c, to Sutton & Co. Crossed the equator in the Pacific Dec 28, in lon 129. Passed Cape Horn Feb 7, and crossed the equator in the Atlantic March 6, in lon 32 30 W. April 18, lat 31 26 N, lon 71 47 W, spoke bark Awkthour (Nor), from Bordeaux for New York, who reported having passed a large ship bottom up on April 17.
Bark Burnside (of Boston), Pendergrass, Shanghae Dec 12, with tea, to Everett & Co. Passed Anjier Dec 31, had light trades and squalls in the Indian Ocean, heavy weather off Cape of Good Hope, and passed the Cape Feb 18, St Helena March 2; had very light SE trades and was becalmed 4 days in lat 2 S; crossed the equator March 19 in lon 32 30 W; nothing but light winds and calms in the North Atlantic; April 14, had a cyclone; lost lower foretopsail and received some other damage.
Bark Oreo (Ital), Martinolich, Cardiff Feb 26, with mdse, to order.
Bark Grace Redpath (Br), Botsford, Montevideo, Feb 14, with hides, &c, and four passengers, to master. March 18, lat 27 08, lon 25 70 W, spoke ship Flying Cloud (Br), from London for Moretown Bay, NSW, 42 days out. Same day, &c, bark Nile (whaler), from New Bedford; 30th, lat 10 10 N, lon 46 42 W, bark Electricity, from Hong Kong for NYork; April 18, lat 30 26, lon 69 04 W, schr Fawn (Br), from Boston for Port au Prince.
Bark Warren, Averill, Buenos Ayres Feb 18, with hides, to master. Feb 26, lat 22 24 S, lon 44 02 W, exchanged signals with a large American ship in ballast, steering south, showing Nos 6 6 1 2, 2d dist pendant; March 13, lat 16 26 S, lon 33 18 W, exchanged signals with ship Mount Royal (Br), of Liverpool, steering SW; 14th, lat 11 56 S, lon 33 44, spoke a Dutch schooner (name unknown), from Bologne for Buenos Ayres; April 18, lat 32 10, lon 72 33, spoke schr Frank Walter, hence for Matagorda Bay.
Bark Brodersen (Dan), Nielsen, Rio Janeiro, 55 days, with coffee, to order. Crossed the Equator March 10 in lon 35, and had fine weather; 27th, lat 10 56 N, lon 48 51, spoke schr Ometitlonup, from Rio Grande for New York, 40 days out.
Bark Sailer (NG), Miesegaes, Rio Janeiro, 53 days, with coffee, to D T & Z E Ely & Co. March 11, lat 18 30 S, lon 34 W, spoke brig M W Lord, from Bahia for Falmouth, 7 days out.
Bark Arizona, Carver, Matanzas, 9 days, with mdse, to Walsh & Carver.
Bark Irma (Br), Cummins, Sagua, 8 days, with sugar, to Grinnell, Minturn & Co. Sailed in company with brigs John Welsh, for Philadelphia, and Alfaretta, for New Orleans.
Bark Josephine, Day, Ponce, PR, 10 days, with sugar, &c, to J Norman Harvey.
Brig Anna Lindsley (Br), Panlit, Falmouth, Ja, 16 days, with logwood, to A H Solomon.
Brig Meteor (of Boston), Carver, Matanzas, 17 days, with molasses, to order. Had heavy weather; no date, while gibing the mainboom, Henry Hansen, seaman, was caught in mainpeak downhaul, thrown overboard and drowned.
Brig Martha (Br), Dunn, Matanzas, 12 days, with molasses, to Menk & Clausen. Had some heavy weather.
Brig Scotland, Rose, Matanzas, 9 days, with sugar, &c, to S C Lord & Co.
Brig Success, Davis, Cardenas, with sugar, &c, to master.
Brig Lucida (Br), Bisset, Barbados, 20 days, with sugar, to H Trowbridge's Sons.
Brig Randolph Payson (Br), Thomas, Naguabo, PR, 20 days, with sugar, to Phillips & Collins. Had heavy weather latter part of passage.
Brig Alberti (of Bucksport), Harriman, Sagua, 10 days, with sugar, to H D & J U Brookman.
Brig M W Norwood (of Camden), Washburn, Havana, 12 days, with sugar, to master.
Schr Fannie A Bailey (of Portsmouth), Locke, Guantanamo, 17 days, with sugar, to Chase, Talbot & Co. April 18, lat 32 09 N, lon 74 52 W, spoke schr E M Sparks, whaler, of Provincetown, 53 days out, with 28 bbls.
Schr Conservative, Kempton, Cienfuegos, 15 days, with sugar, to Maitland, Phelps & Co.
Schr Welcome R Beebe, Lozier, Calbarien, 8 days, with sugar, to Rubins & Co; vessel to N L McCready & Co. Sailed in company with schr Margaret & Lucy, for NYork.
Schr Margaret & Lucy (of Middletown), Crossley, Calbarien, sugar, to Bentley, Miller & Thomas.
Schr Pioneer, Bearce, Calbarien, 8 days, with sugar, to S W Lewis & Co.
Schr Frederick Fish (of Thomaston), Davis, Cardenas, 12 days, with molasses, to H W Loud & Co.
Schr Charter Oak, Arther, Arroyo, PR, 17 days, with sugar and molasses, to master. April 14, lat 30 25 N, long 73 W, had a severe gale from north, which lasted for twelve hours, in which shipped a heavy sea which hove the vessel on her beam ends, starting the deck load of molasses, which was stove, and carried away the inner bobstay and the gammoning of the bowsprit, and sprung the jibboom and rudder head. Since the 15th inst, light southerly winds. Left in port brig Montana and schooner Laboa, for a port north of Hatteras, soon.
Schr White Sea, Jones, Cardenas via Key West, 20 days, with sugar, &c, to S C Loud & Co. Had constant head winds since leaving Key West; lost foreboom; put into the latter port in distress.
Schr Grace Clifton, Godfrey, Key West, 13 days, with molasses, &c, to Benner, Brown & Pinkney. April 11, off Cape Florida, spoke schr Mary E Long, from Cardenas for Portland.
Schr Grace Girdler, Smith, Savannah, 5 days, with lumber to master. Is bound to Providence.
Schr Mary A Tyler, Tyler, Richmond.
Schr J H Rapp, Cole, Virginia.
Schr Reserve, Somers, Virginia.
Schr E D Wharton, Wharton, Philadelphia for Fall River.
Schr Helen Mar, Ward,