THE STATE CAPITAL.

The Great Thrashed Sad, but Resigned.

Resolutions to Investigate the Charges of Bribery Temporarily Squelched.

The Democrats Working Harmoniously in the Assembly.

Progress of the Arcade Railway Scheme in Committee.

THE ERIE-ENGLISH WAR.

Jay Gould's Reply to the "Blarsted Britisher."

ALBANY, March 23, 1870.

"After the storm comes the calm." This fact in nature is to-day being demonstrated; for the seething, surging, red-hot ebullitions of feeling and excitement which prevailed yesterday afternoon and last night at the Capitol and at the Delavanado now are green upon the surface, and apparently all things are peaceful. Notwithstanding the calmness which prevails to-day it is evident to all that there is a storm brewing, which, when it comes, will far surpass in its fury any other that has preceded it. The young democracy now view the situation coolly, and their leaders claim that there were at least

TWENTY-EIGHT DEMOCRATS BOUGHT

by the opponents of the three bills which received summary execution yesterday, and that there were two or three more secured to vote in favor of the bills merely as a blind. They acknowledge, however, that the game was well played and that the men who were in the job deserve credit for working so effectually as they did. John Morrissey says in the peculiarly practical way that the boys "have received only a punch on the nose, they have been staggered by the blow because they were hit by the arm which they did not expect, but that it has only compelled them to open their eyes so as to watch all quarters, and that now they must force the fighting right into the 'ring's' corner.'" Some new developments may be expected in a very few days, and then will the honesty of several members of the House be tested beyond a doubt. Several of the country members declare that Mr. Field's action on Friday last has created a division of feeling between the country members and the New York city delegation, but this is believed to be only a blind. Just before the adjournment of the House to-day there were several

BLANCHED FACES

to be seen in the House as Mr. Mitchell, of New York, introduced resolutions which fell like an echo of thunder. When the resolutions were read several of those who voted against the measures yesterday were brought bolt upright in their seats, while those who "went to the front" sailed most knowingly. There was evidently a scare; but the poor fellows were temporarily relieved as Mr. Fields objected to the introduction of the resolution unless the gentleman offering it rose in his place and made a charge directly against some member of the House.

Mr. MITCHELL stated that he did not make a charge against any member of the House, but against certain democratic officials in the city of New York.

Mr. FIELDS then pressed his point of order, to which Mr. Mitchell replied, asking him if he wished to shield those officials.

Mr. ALVORD then came to the rescue of the frightened "calicoes" by raising the point that the resolutions giving rise to debate must lie over under the rules.

[These retaliatory resolutions will be found in the proceedings of the Assembly, published elsewhere.]

THE CROWDS

still flow in from every quarter, and the caravansaries are filled to overflowing. A musical chap applied at the Delavan last night for a bed, and was told he could have a cot. "O! give me a cot in the valley I love," he commenced; to which the practical, unpoetical Leland replied, "I'll give you a cot in the parlor, the same as two hundred others." From this it may be judged how great the crowds were. Their several little claims are supposed to be somewhat shaky, as the "kick up" yesterday makes the passage of any party measures now somewhat doubtful. One party measure, however, passed to-day, which provides

MORE SUPERVISORS FOR TROY

in the distribution of the supervisors in Rensselaer county. Mr. J. T. Davis endeavored to defeat the bill by the same tactics as were practised yesterday in regard to the New York city matters, but he failed, and then he wanted it sent to the Rensselaer county delegation, but in this he also failed, and the bill was finally passed.

In the reports from committees to-day was one from the Judiciary, giving the legal definition of

MR. PLUNKETT ON BEER CASKS,

which provides that the term cask, in the meaning of the law, shall imply a vessel holding sixty-two gallons. Mr. Plunkett has several brewers and dealers in beer in his district—not to say anything about drunkards—and he wants to have right measure given, as now a cask means whatever the brewer wishes.

SECTARIAN SCHOOLS AND THE MIDLAND RAILROAD

seem to have a close race in regard to petitions against the former and for State aid to the latter. The Committee on Public Education to-day reported for the consideration of the House the matter in reference to repealing the law in favor of the sectarian school question. To this report the democratic members of the committee dissented, and the report was laid on the table for the purpose of allowing the minority time to make a report.

CONTEMPT OF THE HOUSE

is not a paying business, as Mr. Shepherd A. Homans, of the Mutual Life Insurance Company, may learn, for to-day a resolution was adopted requesting the Speaker to issue his warrant and bring Mr. Homans before the bar of the House to answer for neglect or refusal to obey a summons from the Sergeant-at-Arms to attend before the Committee on Insurance.

ANOTHER IRON GIRDLE FOR NEW YORK

is provided for in a bill introduced to-day by Senator Cauldwell. The bill creates a corporation, with Homer A. Nelson, Charles Butler, Egbert L. Viele, John C. Clifford, Robert Colgate, William B. Ogden, Isaac H. Knox, Charles L. Cornish, Charles P. Cooper, Thomas Rogers and Alfred West as the first Board of Directors, for the purpose of constructing and operating an elevated railway along near the exterior line of the city of New York from the Battery to the Harlem river on both sides of said city continuously, such railway to be elevated fifteen feet above the surface of the bulkheads or grounds over which the road shall be suspended. The bill also provides that the capital stock shall be $10,000,000, divided into shares of $100 each; that the cars be propelled by steam or other motive power, to insure rapid transit, and that not more than fifteen cents fare shall be charged for riding from the Battery to Harlem river.

THE FIELDS-AINSWORTH INVESTIGATION

was reported to-day to the House, and the report showed the result which was anticipated. The committee took the testimony and reported it to the House, under the impression that they had done their duty "in reporting the evidence and the facts." The evidence and the facts have already been fully given in the HERALD, so the decidedly

NON-COMMITTAL REPORT

does not alter the matter one iota. On motion of Mr. Pearsall, who seemed to have a huge grudge against Mr. Fields, the report was laid over and ordered to be printed. A matter

INTERESTING TO CORPORATIONS

was introduced to-day by Mr. Pierce in the Senate. The bill provides that it shall be lawful for any corporation or joint stock company organized under the laws of this State to avail itself of any privileges which have been or may be granted to companies organized by the laws of other States in which said company transacts its business or exercises any of its franchises.

THE PAWNBROKERS' BILL

of Mr. Irving was reported favorably in the House to-day from the Committee on Judiciary.

WE ARE NOT TO HAVE THE ELEPHANT.

The bill providing for the removal of the State Museum of Natural History from Albany to the Central Park was reported adversely in the House, and the bill rejected. The elephant, the mastodon and other interesting curiosities will, therefore, remain in the fossil institution on State street, where the country people can take an occasional look at them. It is unnecessary to say that the Park is the proper place for them; but the Albany people are so bewitched with everything of a fossilized character that they will not part with them.

THE ARCADE RAILROAD

had a lengthy and important hearing last evening before the Senate Committee on Railroads, Senator Genet presiding. "Arcade" Smith made a glowing statement as to the necessity, the beauty and the usefulness of the road, illustrating his speech by the famous picture of the railroad, a copy of which adorns the room of every member of the Legislature. Amasa J. Parker appeared to oppose the bill in behalf of Trinity church. He was instructed to say that if the sidewalk was excavated to the foundation of the church the tower and spire—which weighed 5,000 tons—would be placed in great danger. He had no objection to the bill, nor did he desire to obstruct any great public work, but he was there to protect the property of the grandest old church in the city, and for no other purpose. He thought if the company obtained the right to build this road they ought to give security in the amount of $500 000 to the corporation of Trinity church. Mr. McAlpine, the engineer, and Mr. Haswell were examined, and positively stated that the road could be constructed on the plan proposed without endangering Trinity church, tower or spire, in the slightest degree. Mr. McAlpine said that he had performed work a hundred times more difficult without the least trouble. In fact a junior engineer could accomplish it without any danger to its foundation. Mr. Haswell showed that the foundation of the tower did not reach the line of Broadway at all and could not be affected by any excavation. General McClellan and General Viele were both expected to be examined in favor of the railroad, but the committee did not appear to require any more evidence. General Viele arrived last night. It is argued that the road will increase the value of property on Broadway by about sixteen millions of dollars in increase of rent alone secured by the addition of basement stories fronting on the lower sidewalks of the sub Broadway. It is probable that the committee will report in favor of the bill with an amendment, only permitting the excavation of the sidewalks upon consent of the property owners. It appears that this will be satisfactory to the projectors of the enterprise. The bill will be taken up by the House committee this evening, when General Viele will testify. General McClellan writes to say that he has examined the whole plan of the arcade, and entirely endorses it. Further, that he submitted it to Generals Wright and Newton, who also approve of it.

CONFIRMATIONS.

The Senate in executive session to-day confirmed the following nominations:—Hell Gate Pilot—Sidney Bayliss, Jr., New York. Commissioners of Public Accounts—Benjamin Mott, Albany; R. H. Shenkland, Catteraugus; Gilson A. Davton, Oswego. Managers of the State Lunatic Asylum—Francis Kernan, Utica; S. Oakley Vanderpoel, Albany; Samuel Campbell, New York Mills; Palmer V. Kellogg, Utica; James Watson Williams. Commissioners to revise the State statutes—Amasa J. Parker, Albany; Montgomery H. Throop, New York; Francis Kernan, Utica.

The Country Members on the Stool of Repentance—Senator Norton Declines Office—Tweed Preparing for a Fight—The Bill to Consolidate the City and County of New York to Be Reported—Jay Gould and Burt Before the Railroad Committee.

ALBANY, March 23, 1870.

The feeling to-night shows a decided reaction as regards the action in the Assembly yesterday. Several of the country members say that they are sorry for what they did in voting down the measures, and that they are willing to make amends. This, however, is regarded as a whine because they were not as well fixed as other members. When the notice arrived to-day of the dismissal of Messrs. Tweed, Smith and Barber looks of ominous meaning were exchanged. Shortly after notice was received of the appointment of Senator Norton to the place vacated by Mr. Smith as Collector of Assessments the Thunderer telegraphed back declining the appointment.

TWEED TAKES OFF HIS COAT FOR A FIGHT.

Tweed, after receiving notice of his dismissal, averred that as he now holds no office he will take off his coat and fight. This means trouble, and the music in the air will grow louder. Efforts are being made to call a meeting of the State Central Committee for the purpose of consultation with a view of healing the breach. The feeling is deep, but the expressions are not loud. Senator Creamer avows that had the new Court House been finished there would not have been money enough in the possession of the lobby to carry out the campaign of yesterday.

THE KINGS OF THE LOBBY,

Van Vechten and Barber, made their first appearance to-night since the smash yesterday, and while one was closely cornered with White, of New York, and Maddox, of Brooklyn, the other had Seikreg, of Tompkins, and Alvord, of Onondaga in another. The assertion that Mr. Tweed had nothing to do with the action of yesterday, the youngsters scout on the ground that the chief manipulators in the affair were his personal intimate friends; that they have succeeded heretofore in passing democratic measures through republican legislatures, and could have passed those measures yesterday if Mr. Tweed had been honest in his assertions of support, as he pretended.

THE BILL TO ABOLISH THE BOARD OF SUPERVISORS TO BE REPORTED.

Senator Norton appeared before the Committee on Municipal Affairs of the Senate this afternoon and advocated his bill to consolidate the government of the city and county of New York, which does away with the Board of Supervisors and prohibits any person from holding more than one office. Senator Creamer also advocated the reporting of the bill, and it was finally decided to report favorably to-morrow morning. Norton claims that this bill will undoubtedly reduce the expense of the city at least $2,000 000 per annum.

JAY GOULD AND BURT BEFORE THE RAILROAD COMMITTEE.

The railroad bill of Senator Genet, repealing the act of 1869 appointing directors for five years, was before the Senate committee to-day. There was quite an interesting time, approaching the stormy at one period. Jay Gould was examined for the Erie Company. Charles Burt for the English bondholders, George Crouch in behalf of certain other parties in England, and Mr. Ramsey in the interest of his road, the Albany and Susquehanna. At one time words ran so high between Gould and Burt as almost to reach the lie direct. Mr. Burt, however, made a good show for the claims of the British bondholders, which probably excited Gould a little. The following is Mr. Gould's statement in opposition to the argument of Mr. Burt on the repeal of the so-called Erie bill:—

GENTLEMEN—In replying to the charges made against the present management of the Erie Railway by one who claims to represent a large majority of stockholders resident in England, I shall state only such facts as are capable of the clearest proof, as I deem this course the best for the cause of truth and justice and calculated to carry conviction to the minds of all who hear me of the utter groundlessness of the accusations against me and my associates so boldly made before this committee.

First—I claim that the real clients of Mr. Burt are two Jewish bankers (Heath and Raphael); that the money to carry on the proceeding was obtained by coercion and fraud, and that Mr. Burt represents only a small minority of *bona fide* owners of Erie stocks—viz. Robert A. Heath, 1,100 shares; Heath & Raphael, 3,500 shares; Raphael & Sons, 56,400 shares. Total, 56,100,000. Letters from London stockholders have been received, protesting against the proceedings of the committee. I and another gentleman own two million of Erie stock, which we are carrying in London. I was compelled, by a resolution of the London Stock Exchange, to have it stamped and pay a shilling per share to Mr. Burt's committee to sight myself. Now this committee propose to go a step further, and compel me, if I expect to carry my stock in London or have it merchantable at the London Stock Exchange, to register that stock in the name of Heath & Raphael—by a resolution of the London Stock Exchange, that no certificate of Erie stock shall be a good delivery except it is registered in the name of these gentlemen. Comprehend for a moment the result of this proposition. You condemn in the the hands of two gentlemen the entire voting power of the Erie railway stock, while it is actually owned by two thousand different individuals. Of this stock Messrs. Heath and Raphael need not own one dollar. *Bona fide* owners are to have no voice, and the Board of Directors to manage the affairs and administer to the wants of this great corporation is to be made up in the dingy office of a Jew banking house in London. It seems to me that such a condition of things is the most conclusive argument of the wisdom of the law. By this judicious enactment the control of the road is prevented from passing into the hands of inexperienced and irresponsible parties, and it is effectually secured from being sold out to the Pennsylvania Central or the New York Central Companies, either of which could well afford to pay two millions or three millions to shut up or localize the Erie. So much for the origin and object of the London movement.

Second—With regard to the statements made by Mr. Burt before your committee I can only say that they conflict with expressions used both in conversation with myself and in the hearing of others. When it became known that Mr. Burt had arrived in New York I took immediate steps to afford him every facility for an examination of the company's affairs. I obtained the services of an influential gentleman who called on Mr. Burt in my interest and made to him, at my request, the most friendly and conciliatory advances, offering to take him over the line and show him the actual condition of the company's property and the working of the different departments. Mr. Burt, however, refused to hold any intercourse with Erie directors until the demands of Messrs. Raphael & Co. were fully satisfied. I naturally felt hurt at such rude and uncourteous treatment, and determined to allow matters to take their own course without any further interference. Shortly afterwards Mr. Burt, apparently ashamed of the position he had at first taken, sent a message to me requesting a personal interview, and asking me to call upon him. It seemed to me that this was a little more than he deserved, considering the spirit in which he had received my advances, but feeling anxious to harmonize any differences between us, and willing to do all in my power to assist in arriving at a settlement of the question at issue in the controversy, I complied with his request and our interview took place accordingly. To relate all that occurred between us on that occasion would tax my memory and your patience more than would be either pleasant or profitable. Some observations and admissions of Mr. Burt may, however, be repeated here. He approved of the principle of classification as embodied in the director's bill, and remarked that a similar provision was in force in many English railroads. He spoke in very flattering terms of myself and Mr. Fisk, going so far as to pronounce us the ablest railroad managers in this country, and stating his wish that we should remain in the board of directors. He demanded on behalf of those he represented that he should have the nomination and selection of twenty-out of the seventeen directors, and hinted at his own appointment as treasurer. I asked him to name the parties whom he wished to include in the list of directors and I would use my influence to have them submitted for an equal number now in the Board; I also offered to resign my place as treasurer, saying I should be glad to have some good, responsible man to carry on the finances of the road as I had been doing; first, however, reimbursing the amounts I had advanced the company during my term of office. To these propositions, however, I could get no intelligible reply, and soon afterwards the interview was closed. It remains for Mr. Burt to reconcile, as best he can, the statements made to me and those uttered before your committee.

Third—As to the Classification bill, the repeal of which Mr. Burt so loudly demands, I would say that it is, according to his own admission, by no means unknown in England. The principle of classifying railroad directors so that only a small proportion of the whole number would relinquish office each year, was first introduced in the United States on the Illinois Central Railroad. It has been gradually extended, and is now the law in most other States. The reasons for such a law are obvious, its tendency being to furnish an experienced and competent management beyond the control of speculative influences. The only objection made to the law was that it did not in the first instance allow the stockholders to vote. Previous to the last annual election, however, the old board of directors voted to invite an expression of opinion by the stockholders as to the expediency of adopting the classification. A meeting was accordingly held of all or a large majority of the stockholders, and a resolution adopted directing the new Board to classify its members in accordance with the provisions of the directors' bill. In this way, I submit, the only objection ever made to this enactment by the press, either of this country or of England, has been removed. Mr. Burt does not represent a single share of stock that has not approved of this bill. When the law was passed only a small minority of the stock of the Erie Railway Company was held in England. Messrs. Raphael & Co. purchased their stock since the passage of the law, with full knowledge of its existence and approval of its provisions. If, as Mr. Burt says, he represents a majority of the stock by an ownership acquired in a few months, held by foreigners having no sympathy with the growth or development of this country, whose manufactories and great iron interests are in direct antagonism to our, and whose money is freely subscribed and lavishly spent in their national legislature to cripple and destroy the manufactures of this country, what more effectual means could they employ than to send over a batch of English shareholders to run the Erie road under importers' restrictions that would crush out every manufactory on the line of the road? In this way a blow could be struck which would do irreparable injury before the mischief could be remedied.

Fourth—With regard to mismanagement and extravagance on the Erie Railway. Now, gentlemen, Mr. Burt makes a broad assertion in this matter, but does not choose to point out any particular department in which there is a want of economy. He does not furnish either facts or figures nor does he present the opinion of a single practical railroad man to sustain this charge. He has not visited the line, where he could have conversed with the inhabitants and ascertained their opinions as to the efficacy of the management. I am the more surprised at this, because Mr. Burt, in a conversation with myself and another gentleman, expressed entire different views, as I have already had occasion to state. Gentlemen, we took charge of the Erie Railway in July, 1868—less than two years ago. At that time it was fast becoming localized. The gross earnings had declined from $14,426,000 in 1865 to $14,276,000 in 1867, a loss of over $2,000,000. We have brought the earnings up to $16,500,000 the past year. When we assumed control of the road the property had been allowed to deteriorate and the travelling public had not confidence in the road. Now the condition of the line is the theme of universal comment, while the luxury of our cars is spoken of by travellers as surpassing any rival route. In the matter of economy I would say that there are three great elements which enter into the operating expenses of a railroad—namely, fuel, iron and steel and labor. With regard to the first the cost in 1868 for fuel per mile run on the Erie Railroad was twenty-four cents, and at the present time our fuel costs us only about thirteen cents per mile—a very important saving, when it is considered that we run about eight millions of miles annually. This saving is the result of using coal instead of wood, the company owning mines from which they can obtain their supply for many years to come, thus saving all intermediate profits. As to the second item of expenditure we manufacture our iron and steel rails at our own mills, under the most rigid inspection as to strength and quality, believing that in this department, especially, the best is always the cheapest. We have reduced the cost of manufacture since we took the road ten dollars per ton on steel and five dollars per ton on iron, besides securing rails that will wear twice the length of time that those originally used would last. There remains for special notice the item of labor, which enters very largely into all calculations of the cost of operating railroads; and, thinking that reliable statistics would not fail to interest you, I have had estimates prepared showing the amount of the gross earnings of the past three months, together with the amount paid for labor during the same period, as compared with the three corresponding months of the preceding year, as follows:—

GROSS EARNINGS.

December, 1868	$1,119,399	December, 1869	$1,170,891
January, 1869	1,117,685	January, 1870	1,149,748
February, 1869	968,783	February, 1870	1,061,311
Total	$3,345,783	Total	$3,382,950
Increase in earnings			$37,191

AMOUNT OF PAY ROLLS.

December, 1868	$539,259	December, 1869	$487,377
January, 1869	514,623	January, 1870	428,756
February, 1869	456,039	February, 1870	408,622
Total	$1,531,212	Total	$1,324,756
Decrease in cost of labor			$206,456

Gentlemen, I have now laid before you the facts and statements, which fully meet every accusation of Mr. Burt, and expose the slight foundations on which his charges are based. Permit me to thank you, gentlemen, for the patience with which you have indulged me, and allow me to ask your indulgence for a few moments while I offer some suggestions as to the true policy of the State Legislature dealing with the great avenues of transportation and the vast interests with which they are connected. The completion of the Erie Canal marked an era in the prosperity not only of the city of New York, but of the whole State. The products of the great West found an easy channel of communication with the seaboard, and the position of New York as a great commercial and financial centre was from that date secure. As time passed on, however, the canal was found to be inadequate to transport the immense and increasing productions of the new States of the Northwest, and a year after witnessed the construction and opene of our railroads, whose vast network now covers the face of the country; and now came the struggle for the carrying trade, and rival lines strained every nerve to obtain the lion's share of this lucrative traffic. What wonder, then, that in this eager strife between the railroad interests the canal should have been comparatively neglected, as both in capacity and speed of transit it was outstripped by the more modern method of transportation. It has transpired that a project is on foot to improve the revenue of the canal by legislation contemplating a reduction of tolls, in order to compete with railroads. I would most respectfully urge upon the Legislature the policy of "letting well enough alone." There should be, in my judgment, no conflict between the canal and railroads. The teeming West, as yet but partially developed, will furnish business sufficient for every avenue of communication at remunerative rates, and the people of the State of New York, whose means were so freely contributed for the construction of the Erie Canal, do assured a fair return for their investment. There is ample proof of the fact that in every struggle for supremacy between the canals and railroads, the canals were invariably the sufferers. Let the experience of the past point out our true policy in this matter, and once more let me say, "let well enough alone." One more suggestion and I have done. It should not be lost sight of that Philadelphia and Baltimore are rivals of New York, and that they are one hundred miles nearer the great West by rail than New York is. If, therefore, the commerce of our great city is to be sustained and protected we must overcome this disadvantage by every means in our power, although in this effort we are compelled to materially lessen the charge of transportation.

r. George Crouch, an Anglo-American stockholder, next addressed the committee on behalf of the English shareholders, who protested against the schemes of Raphael & Co.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, March 23, 1870.

REPORTS.

By Mr. MURPHY—To fix the compensation of the stenographer in the courts of Kings county; to amend the act relative to the sale of tickets on steamboats and vessels.

By Mr. GRAHAM—To incorporate the Trade Savings Bank of New York; to repeal the Savings Bank law of 1860; to amend the charter of the Broadway Savings institution.

By Mr. WINSLOW—To amend the act to incorporate the Union Trust Company of New York.

By Mr. GENET—To authorize the Flushing and North Side Railroad to construct a drawbridge over Flushing creek.

By Mr. M. NORTON—To preserve the shell fish in South bay, in Suffolk county.

By Mr. PIERCE—To require the Brooklyn and Union Ferry companies to run certain boats in the night time. Recommitted on motion of Mr. BRADLEY.

PETITIONS.

The Senate then went into executive session, after which

Mr. BRADLEY presented a monster petition for the Pneumatic Transit Company to build an underground railroad in New York.

BILLS INTRODUCED.

By Mr. CAULDWELL—For an elevated railroad in New York, from the Battery to Harlem river.

By Mr. PIERCE—To enable corporations created by the laws of the State to avail themselves of privileges granted by the laws of other States.

By Mr. WINSLOW—Authorizing the Circuit Courts and Over and Terminer to regulate the attendance of additional jurors. Also to provide for prosecuting charges against attorneys and counsellors at law, rendering them unfit to practice in courts.

By Mr. WOOD—Relating to the Supreme Court. Also relative to conveying property by married women.

By Mr. FROST—Enabling Richmond county to lay out a public park.

By Mr. PARKER—Relative to filing statements of affairs by foreign insurance companies.

By Mr. MURPHY—To amend the act relative to extending streets in Brooklyn to East river.

BILLS PASSED.

Amending the charter of the National Trust Company of New York. Amending the charter of St. Luke's Hospital, New York.

To authorize the dissolution of benevolent and missionary societies upon payment of their debts. Amending the charter of the Insurer's Indemnity Company of the city of New York. Lost, and a motion to reconsider was tabled.

To incorporate the Metropolitan Museum of Art.

To extend the act for the protection of the planting of oysters in Queens county. Amending the act for the completion of Gowanus Canal in Brooklyn.

Amending the act for the improvement of Union street, Brooklyn; in relation to safe deposit companies.

COMMITTEE OF INVESTIGATION.

The PRESIDENT announced as a select committee to investigate the affairs of the Ogdensburg and Champlain Railroad Messrs. C. F. Norton, Hubbard and Thayer.

Mr. PARKER moved to discharge the special committee and refer to the Committee on Canals. Lost—12 to 15.

Evening Session.

Mr. TWEED reported for the consideration of the Senate a bill to consolidate the city and county of New York.

Mr. HUBBARD introduced a bill to amend the act for the publication of session laws in two papers in each county.

GENERAL ORDERS.

The following bills were ordered to a third reading:—

Incorporating the Staten Island Bridge Company.

Providing for the election of receiver of taxes in Morrisania.

Incorporating the Society for Promoting Life Insurance Among Clergymen.

On motion of Mr. PARKER the bill passed to-day incorporating the National Safe Deposit Company was laid on the table under a motion to reconsider.

Amending the act establishing a Record Court in the city of Utica.

Providing for the election of inspectors of election in the city of Brooklyn, requiring the third inspector for each district to be the one receiving the next highest vote. The bill was made to apply to New York. Adjourned.

ASSEMBLY.

ALBANY, March 23, 1870.

BILLS PASSED.

Incorporating the Friendship Association of the city of New York. Amending the charter of the Working Women's Union, authorizing it to hold real estate to the amount of $100,000. Making fees payable in dollars and cents instead of pence and shillings.

Accelerating payment of taxes by railroads; making it the duty of supervisors to fix assessments, except in New York and Kings counties; incorporating the Eastern District Hospital of Brooklyn.

The bill to divide and create certain wards in the city of Troy was announced. Mr. DAVIS moved to recommit, so the Board of Supervisors of Rensselaer county could be heard, as a question of equalization of taxation was involved.

Mr. FLAGG stated that the object of the bill was simply to increase the number of supervisors from the city by three, which would give the city thirteen to sixteen from the country towns.

Mr. HYATT sustained the motion to recommit, but it was lost and the bill passed.

Mr. CAMPBELL called up the bill for the erection of a public market in the Thirteenth ward, New York. The question was on reconsidering the vote by which the bill was rejected and it was carried by a vote of 88 to 8. The bill then passed.

The Governor returned the bill to amend the town assurance act, as affecting the North and East Greenbush Fire Insurance Company, with his objections, which were based upon the bill providing special legislation which could be attained by general law. The message was laid on the table and ordered to be printed.

REPORTS.

By Mr. JACOBS—Adversely on the proposition to remove the State Cabinet of National History to New York; which was agreed to. Also appropriating moneys from the United States Deposit Fund to academies. Also to aid and encourage the construction of railroads appropriating $3,000 per mile constructed. Reported for the consideration of the House.

By Mr. SELKREG—Granting $7,500 per mile constructed of the Adirondack Railroad.

By Mr. JACOBS—For the relief of the surviving members of volunteers who served in the war with Mexico.

By Mr. FIELDS—For the better protection of retail dealers of beer, &c., in New York; also relative to the trial of liens.

BILLS PASSED.

Authorizing the Common Council of Brooklyn to control street car conductors and drivers; changing the name of Hope School, Brooklyn; conferring jurisdiction on the District Courts of New York; appointing a public administrator for New York; relative to improving highways in Flushing; regulating the rate of interest charged by pawn brokers; providing for the acknowledgement of deeds and other writings by persons residing in Canada.

By Mr. BAMBER—To protect canal and other lands belonging to the State; also, relative to the Canal Departments; also to introduce the European plan of steam towage on canals.

Mr. FIELDS reported that the Sergeant-at-Arms had served a subpœna on Shepperd A. Holmes, Actuary of the Life Insurance Company of New York, to appear as a witness, but that said Holmes had refused to appear; therefore, that the Speaker issue a warrant for his arrest. Adopted.

By Mr. BURNS—Amending the charter of the New York Fire Department Benevolent Fund.

By Mr. WHITE—Incorporating the New York Safe Deposit Company.

By Mr. ALVORD—For the further relief of the veterans of 1812.

Mr. LITTLEJOHN, from the Select Committee to investigate the charges made by Mr. Fields against Mr. Ainsworth and *vice versa*, submitted a written report of the evidence taken. They say that the statement made by Mr. Fields is sustained only by his own evidence, while that of Mr. Ainsworth is sustained by several witnesses. The report was ordered to be printed.

By Mr. FLAGG—Repealing the clause making appropriations to sectarian schools in New York. A minority report adverse to the bill was also made. The report was laid on the table to be printed.

By Mr. LYON—Providing for licensing engineers.

RESOLUTION.

Mr. MITCHELL offered the following:—

Whereas, It is alleged that, through the instrumentality and influence of certain prominent democrats associated with quasi republicans of the city of New York, large sums of money have been raised for the purpose of employing counsel to defeat the measures introduced by democratic members for the purpose of restoring to the people of the city of New York their chartered rights and ridding them of the corrupt commissions imposed by a partizan Legislature, known as the acts reorganizing the Board of Metropolitan Police Commissioners, the Board of Supervisors of the county of New York, and the act reorganizing the local government of the city of New York;

And whereas, It is alleged that the sum of $7,000 is now on deposit in the Bowling Green Savings Bank of the city of New York for the purpose of influencing legislative action and defeating Senate bill No. 90, relating to marshals in the city of New York; therefore,

Resolved, That a special committee of five be appointed, with power to send for all persons and papers, to investigate as to the truth of said allegations, and to report the result of such investigation to the House without delay.

Mr. FIELDS raised the point that no investigation could be made of mere allegations or rumors.

Mr. MITCHELL said his resolutions did not make any charges against any member of this House. They applied to certain New York officials.

Mr. JACOBS suggested as they did not refer to members they had better be withdrawn.

The CHAIR decided that, giving rise to debate, the resolutions lie over.

The House then adjourned.

PERSONAL INTELLIGENCE.

Prominent Arrivals in This City Yesterday.

Sir M. H. Beach, of England; George Innes, of Poughkeepsie; Captain B. Brayton, of steamer Bristol; R. M. Pomeroy, of Boston; Commander L. A. Beardslee, of the United States Navy; Captain J. Lawless, of Rhode Island; Dr. W. R. Hamilton, of Pennsylvania; ex-Senator L. M. Morrill, of Maine; C. A. Wortendyke, of Godwinville; Judge O. C. Pratt, of San Francisco, and Captain W. Mews, of Washington, are at the Astor House.

General J. S. Whiting, of Boston; General Adams, of Chicago; W. H. Gill, of the United States Army; Judge P. B. Carpenter, of Charleston; C. M. Clay, of New York; J. H. McCullough, of Pittsburg, and Amasa Stone, Jr., of Cleveland, are at the St. Nicholas Hotel.

Dr. O'Callaghan, of Albany, and Bloomfield McIlvaine, of the United States Navy, are at the Irving House.

Colonel W. Woodward, of Mexico; Dr. W. T. Strong, of Arkansas; Dr. A. B. Jenks and Dr. F. Butts, of Providence; Colonel J. T. Mitchell, of Washington; Judge B. S. Caldwell, of Pennsylvania; Major O. W. Wilcox and Colonel Thomas, of the United States Army; Colonel C. Gardner, of Texas; Judge T. H. Beals, of Canandaigua, and Judge B. F. Bruce, of South Carolina, are at the Metropolitan Hotel.

John Rawle, of Natchez, Miss.; N. Ancona, Juan Arcora, F. Alvares and Gasper Joumbas, of Havana, are at the New York Hotel.

Captain McDougall, of Copenhagen; Rev. John H. Converse, of Baltimore, and Professor J. M. Pierce, of the United States Coast Survey, are at the Brevoort House.

Major Ellison, of the United States Army, is at the St. Denis Hotel.

A. N. Ramsdale, of New London; Amos A. Lawrance of Boston, and H. W. McKee, of the United States Navy, are at the Albemarle Hotel.

Colonel H. G. Faut, of Washington; Colonel C. W. Woolley, of Ohio; F. Horser, of Havana; Colonel J. L. King, of Springfield; Major Melligan, of Maine, and S. D. W. Haines, of Connecticut, are at the Fifth Avenue Hotel.

George C. S. Southworth, of Springfield; J. H. Butterworth, of Boston, and C. H. Adams, of Cohoes, are at the Coleman House.

Prominent Departures.

General Hazen, for Washington; Paymaster C. F. Guild, for Portsmouth; W. C. Hastings, for Hartford; General J. D. Jackman, for Philadelphia; Colonel M. J. O'Brien, for New Orleans; Comptroller W. F. Allen and F. T. Carrington, for Washington.

Personal Notes.

Associate Justice Bradley appeared, qualified and took his seat on the bench of the United States Supreme Court at Washington yesterday.

The Prince de Joinville visited Milan during the late carnival.

Some unknown person has lately given $35,000 to three charitable institutions in Bradford, England.

The Marchioness of Hastings is to be married to Sir George Chetwynd in May next. The bride has made it a *sine qua non* that Sir George shall give up all connection with the turf.

The Hon. Edward Stanhope, second son of Earl Stanhope, is engaged to marry Miss Lucy Egerton, niece of Lord Egerton, of Tatton.

The Marquis of Ailsa was lately thrown from his horse, while hunting near Craigie, and received some severe injuries about the head.

The Nawah of Joonaghur has given the government of India a lakh of rupees to be expended on public works in Kattyawar to commemorate the visit of the Duke of Edinburg.

The wife of Mike McCoole has sent her furniture, &c., to the auction house to be sold to the highest bidder. She says Mike has deserted her and does not intend to come back.—*St. Louis Despatch, March 19.*

S. Wilde Hardinge, of California, has bought property in Stamford and taken up his residence for the summer at Beechwood Lodge. Mr. Hardinge was an officer in the United States Navy, and also at one time held a commission in the army, but went with the confederacy in the late war. He was principally noted as the husband of Belle Boyd, the famous rebel spy. In California he has been editor, politician, lecturer and reader.

Rochester is vieing with Syracuse in matters pertaining to matrimonial infelicity and indecent assaults. In one case lately there was a sudden breaking up of housekeeping and sale of furniture, excepting one necessary article, which was chopped up by an indignant husband and made firewood of. In another case a beggarly villain, who had been fed and furnished with means to procure lodgings, attempted to commit an outrage upon the person of a young lady in the same house. The morals of the interior have a bad look.

MURDER IN ST. ALBANS, VT.

ST. ALBANS, March 23, 1870.

About three o'clock this morning a Canadian, named John Hammonds, was found dead across a fence on Haughton street, in this village. Last night he was at an auction, where he bid on a watch and displayed a pocketbook containing seventy-five dollars. He was afterwards taken to a low den kept by a woman, where he was drugged, and when on his way to his boarding house he was robbed and then choked to death. The villains then put him across the fence, as he was found. He leaves a wife and children in Montreal.

COMPLIMENTARY DINNER TO VICE COMMODORE JAMES GORDON BENNETT, JR.

[From the Evening Mail, March 23.]

Some time since Mr. Henry G. Stebbins—who has so long and with so much honor filled the position of Commodore of the New York Yacht Club—determined to give a testimonial dinner to his friend, James Gordon Bennett, Jr., Vice Commodore of the Club, in view of the expected departure of the latter for England to make arrangements for the coming international ocean race between the Dauntless and the Cambria.

Commodore Stebbins had hardly begun to carry out his hospitable designs before the Messrs. Osgood—with whose names that of the yacht Fleetwing will be durably and honorably associated—asked to be allowed to assist in the compliment to a fellow yachtman, whose victory over them in 1867 was so nobly and hardly won. The result of the co-operation of these gentlemen was accomplished last night, in the shape of a dinner at the Union Club, which, in whatever light considered, was one of the most notable social events of the season.

It was the desire of Commodore Stebbins and of the Messrs. Osgood to gather on this occasion not only the foremost representatives of the Yacht Club, but also eminent gentlemen from different walks of life who might feel inclined to express, in behalf of all classes of our community, the general appreciation of Mr. Bennett's gallantry, enterprise and liberality as a yachtman.

The design was carried out to the full. Among the thirty gentlemen who paid Mr. Bennett the compliment of their presence, and who joined heartily in all the eulogiums on his career as a yachtman, were some of the foremost representatives of our city government, of the army, of the federal government, of our bar and of our private citizens. Mayor Hall sat at the left of the senior host, Commodore Stebbins, and assisted the latter in provoking the flow of witty and appropriate speeches. Judge Blatchford and Judge Pierrepont represented the judicial branch of the federal government, and Major General William B. Hazen the military arm. The city judiciary was represented by Recorder Hackett and Judge Bedford. On this occasion, at least, there was the utmost cordiality between one of the State commissions and the city government, for while the Mayor was at the left of the President of the Central Park Commission, he was also the *ex-officio* of the executive worker of the Commission, Andrew H. Green, and complimented the latter as he deserved to be complimented. The bar of New York was ably represented by E. W. Stoughton and Clarence Seward.

Besides these gentlemen there were present ex-Mayor Kingsland, Richard Schell, T. B. Buckley, Mr. Louis J. Jennings, of the *Times*; H. Bergeca, J. G. Kane, J. Bell, Major B. R. Bennet, J. Smith Homans, Jr., Boardman, the writer, and the following members of the New York Yacht Club:—C. H. Stebbins, of the yacht Phantom; Captain R. Stuyvesant, of the Palmer; George Osgood, of the Fleetwing; Frank Osgood, of the Magic; W. Osgood, Mallon sands, of the Era; H. Morton, secretary of the club, and A. Major, of the Sentrift.

The guests sat down at the beautifully decorated table a little after six o'clock, and until after nine were pleasantly engaged in the discussion of a dinner which was superb en