CONGRESS.

The Senate Favorable to General Amnesty.

Joint Committee to Investigate Southern Outrages.

Senator Sumner Pressing His Civil Rights Bill.

Ben Butler Boring the House with His Southern Outrage Bill.

SENATE.

WASHINGTON, March 17, 1871.

BILLS REPORTED.

Mr. CHANDLER, (rep.) of Mich., from the Committee on Commerce, reported back the bill to define a gross of matches, and for other purposes, the object of which, he said, was simply to prevent fraudulent packing. Passed as amended on motion of Mr. Bayard, that the law shall not go into effect until six months after the passage of the act.

Mr. VICKERS, (dem.) of Md., from the majority of the Committee on Disabilities, reported and asked the present consideration of a bill to relieve the disabilities of Senator elect Zebulon B. Vance, of North Carolina.

Mr. BOREMAN, (rep.) of W. Va., a member of the committee, said he did not concur in the report.

Mr. POMEROY, (rep.) of Kan., objected to the consideration of the bill during the morning hour.

Mr. STEWART, (rep.) of Nev., from the Committee on Pacific Railroad, reported, with amendment, the bill to enable the Atlantic and Pacific Railroad Company to mortgage its road. The amendment strikes out everything except the mere power to mortgage. Passed.

Mr. ROBERTSON, (rep.) of S. C., from the Committee on Disabilities, reported, without amendment, his bill to relieve all persons except members of Congress and officers of the army and navy who left their positions and aided the rebellion, from all political disabilities imposed by the fourteenth amendment of the constitution.

Mr. RICE, (rep.) of Ark., from the Committee on Mines and Mining, reported, without amendment, a bill to define and protect the rights of miners, and to encourage the development of the mines.

Mr. CORBETT, (rep.) of Oregon, from the Committee on Commerce, reported, without amendment, the bill incorporating the Asiatic Commercial Company.

GENERAL AMNESTY.

Mr. WILSON, (rep.) of Mass., introduced a bill to remove the political disabilities of all persons except members of the Cabinet and Senators and Representatives who left Congress to go into the rebellion. It was referred to the Committee on Political Disabilities.

SOUTHERN INVESTIGATION COMMITTEE.

Mr. ANTHONY (rep.) of R. I., submitted a resolution for an investigation into Southern affairs as follows:—

Resolved by the Senate, the House concurring, That a joint committee, consisting of five Senators and seven Representatives, be appointed, whose duty it shall be to inquire into the condition of the late insurrectionary States so far as regards the execution of the laws and the safety of lives and property of citizens of the United States, with leave to report at any time the results of their investigation to Congress, with such recommendations as they may deem expedient; and that such committee be authorized to employ clerks and stenographers, to sit during the recess, take testimony, and visit at their discretion any portion of said States during the recess of Congress, print and make public at any time during the recess the results of their investigation; and the expenses of said committee shall be paid out of the Congressional contingent fund.

Mr. ANTHONY explained that his resolution would provide for a joint investigating committee, upon which both houses would be represented, instead of a special committee of one branch, as proposed by the House. Senators on both sides of the chamber would, of course, be represented on the committee.

Mr. TRUMBULL, (rep.) of Ill., suggested an increase of the committee to seven Senators and nine Representatives, and that the present Senate committee to investigate Southern affairs be included in the former number.

Mr. ANTHONY accepted the suggestion for an increase of the number of the committee, and the resolution was modified accordingly.

Mr. THURMAN, (dem.) of Ohio, said he was willing to forego any private opinion and vote for any investigation which in the opinion of the majority was considered necessary; but he wanted an amendment so as to secure a fair representation of both parties on the sub-committee of the main committee, which might sit at various points in the South. He denied that the investigation was to be a party matter, and protested against the idea that any one party more than another had an interest in the preservation of the peace of the country. As the matter had in some quarters assumed the appearance of partisanship, he would now provide for fairness in the investigation of sub-committees.

Mr. TRUMBULL remarked that in calling attention to the matter the Senator from Ohio had probably accomplished his object. Certainly no one desired to obtain any information which was not correct, and the committee, if appointed, would doubtless heed the suggestion.

Mr. SCOTT, (rep.) of Pa., said that the committee sent South had never taken testimony unless one of the two members of the minority on the committee was present.

Mr. THURMAN expressed himself satisfied with having called attention to the matter, and withdrew his suggestion for an amendment.

Mr. CONKLING, (rep.) of N. Y., did not want it to be understood that there was any agreement in the Senate by which a democratic member of a sub-committee would be enabled to frustrate the investigation by his inability or unwillingness to accompany the other members of such sub-committee wherever they desired to go. Such an agreement would frustrate the whole investigation. He had no idea that any such thing would be attempted, but he would now enter his explicit denial that any such arrangement had been made.

Mr. THURMAN assured the Senator from New York (Mr. Conkling) of the faithful attendance of democrats if a sufficient number of them were appointed.

The concurrent resolution was then passed.

BILLS INTRODUCED.

Mr. JOHNSON, (dem.) of Va., introduced a bill to readjust the claims of Virginia for advances to the United States during the war of 1812. Referred to the Committee on Appropriations.

Mr. NYE, rep.) of Nev., introduced a bill to reinstate, without pay, the officers of the army who were mustered out under the provisions of the act of Congress approved July 15, 1870. Referred to the Committee on Military Affairs.

Mr. LEWIS, (rep.) of Va., introduced a bill to promote the collection of internal revenue, providing for the employment of an internal revenue police force in every collection district in the discretion of the Commissioner of Internal Revenue. Referred to the Finance Committee.

THE UNFINISHED BUSINESS

being the Appropriation bill for the payment of additional clerks and messengers in the Pension Office, and for other purposes, it was proceeded with.

Mr. MORRILL, (rep.) of Vt., moved as an amendment the clause providing for a public park in the City of Washington, which was omitted from the Sundry Civil Service bill of last session by the conference committee. Adopted.

Mr. SAWYER, (rep.) of S. C., moved an amendment for the payment of sundry persons acting as internal revenue officers in Southern States during the year 1867. Adopted.

Mr. HAMLIN, (rep.) of Me., moved an amendment repealing the law for the commencement of the first session of a new Congress on the 4th of March instead of in December. He said the exigencies, to meet which the extra sessions had been provided for, had passed away.

Mr. COLE, (rep.) of Cal., chairman of the Committee on Appropriations, objected to the amendment as a part of the bill, preferring to have it acted upon separately. He moved to lay it on the table. Rejected—yeas 7, nays 44.

Those voting to lay on the table were Messrs. Cole, Cragin, Frelinghuysen, Hitchcock, Pool, Spencer and Sumner.

The amendment was adopted.

BUSINESS OF THE PRESENT SESSION.

At quarter past three o'clock P. M. the pending bill was laid aside and the Senate took up Mr. Anthony's resolution to limit the business of the present session to legislation upon the South. Mr. Anthony submitted his resolution in a modified form, as follows:—That the Senate will consider at the present session no other legislative business than the deficiency appropriation bill; the concurrent resolution for a joint committee on the South and the resolution now pending, instructing the committee on the judiciary to report a bill, or bills, to enable the Presidents and courts of the United States to execute the laws in said States.

Mr. SUMNER, (rep.) of Mass., objected to the resolution in its present form. He was opposed to any adjournment until his supplementary civil rights bill was disposed of. He proceeded to explain and advocate his bill as essential to closing the work of reconstruction. He thought Senators could not afford to go home until they had passed this measure.

Before Mr. Sumner had concluded the Senate, at half-past three o'clock P. M., held a brief executive session. At four o'clock P. M. the Senate adjourned till to-morrow.

HOUSE OF REPRESENTATIVES.

WASHINGTON, March 17, 1872.

EXPENSES FOR CONTESTING A SEAT IN THE HOUSE.

On motion of Mr. GETZ, (dem.) of Pa., a resolution was referred paying out of the contingent fund $2,500 to John R. Reading, in view of his contest for a seat in the Forty-first Congress.

PROTECTION OF SOUTHERN LOYALISTS.

Mr. BUTLER, of Mass., asked for unanimous consent to have printed his bill for the protection of the lives and property of loyal citizens.

Objection was made on the democratic side of the House.

THE NATURALIZATION OF SEAMEN.

Mr. PLATT, (rep.) of Va., asked leave to offer a joint resolution extending the provisions of the act of 1862 to aliens who had entered or shall enter the navy or marine corps, and have been or shall be honorably discharged, so as to place them on the same footing as to naturalization and citizenship.

Mr. MAYNARD, (rep.) of Tenn., wanted the bill to go to the Committee on the Judiciary.

Mr. COX, (dem.) of N. Y., said the resolution ought to be passed. He would welcome not only soldiers, but sailors, to citizenship—those who had served their country and been honorably discharged. He was satisfied, especially from the intelligence from the Portsmouth Navy Yard, in the recent election in New Hampshire, that the sailors ought to be admitted as citizens. The gentleman from Tennessee was a native American of the old stamp—he would not say Know Nothing, but he was astonished that by his association with such republicans as the Speaker, the gentleman had not got rid of his principles of 1854 and 1856.

Mr. MAYNARD conceded the truth of Mr. Cox's remarks that he was a native American, and was no longer young, if that was what the gentleman meant by being a native American of the old sort.

Mr. COX explained that he meant "Southern American" many years ago.

Mr. MAYNARD, resuming, said there was no analogy between soldiers and sailors. The former staid at home, while the latter were scattered all over the globe during the time of their enlistment, and therefore never became citizens by having the necessary preliminary residence in any place at home.

Mr. PLATT referred to the fact of a similar joint resolution having heretofore passed the House, and maintained that sailors should have the same rights and privileges as those who had served in the army.

The joint resolution was passed by—yeas, 165, nays, 5—namely:—Messrs. Clarke, Mercur, Morgais, Prindle, Waldron, Wallace, Walls, of Florida, and Williams, of Indiana.

CONTRACTORS OF INTERNAL REVENUE STAMPS.

On motion of Mr. KELLY the House took up the bill authorizing and empowering the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, to determine the form, character and device of the stamps required by the internal revenue laws, to be provided by contract or otherwise. The bill was passed.

REINSTATEMENT OF AN OFFICER IN THE NAVY.

Mr. SCOFIELD, (rep.) of Pa., called up the Senate bill giving R. H. Lamson leave to withdraw his resignation as a lieutenant in the navy, and offered an amendment authorizing the President to nominate him to be a lieutenant. This was agreed to and the bill passed.

REGULAR ORDER OF BUSINESS.

Mr. BUTLER, of Mass., demanded the regular order of business, which was the calling of the States for bills and resolutions. This gentleman desired to introduce his bill for the protection of the lives and property of loyal citizens.

Mr. DAWES asked that the House take up the joint resolution of the Senate, just received, providing for a committee to investigate the subject of Southern outrages.

The SPEAKER replied that nothing was in order but the calling of the States for bills and resolutions, commencing with Maine.

Pending the motion Mr. HOLMAN, (dem.) of Ind., had moved the House to adjourn.

Mr. GARFIELD, (rep.) of Ohio, appealed to Mr. Butler not to object to the taking up of a bill for printing the preliminary census report.

Mr. DAWES asked his colleague whether he would give way that he might ask to have a report printed.

Mr. BUTLER replied, "No."

Mr. FARNSWORTH, (rep.) of Ill., then expressed the hope that the House would now adjourn.

The question was taken on the motion to adjourn and decided in the affirmative—yeas 103, nays 80.

The House, in accordance with a previous decision, then adjourned till Monday next.

THE VETERANS OF 1812.

Claims for Pensions Under the Act of February 14, 1871—Who are Entitled—Rules and Regulations to be Observed.

The act of February 14, 1871, granting pensions to the officers, soldiers and sailors of the war of 1812 has called forth quite a number of claims, which are being referred by the Commissioner of Pensions to the Adjutant General of the Army for verification by the records of the War Department. The records—muster rolls, descriptive lists, &c.—pertaining to the last war with Great Britain are in a very dilapidated and tender condition, owing to the frequent references that have been made to them during the last forty years, and in handling them great care has to be exercised to prevent their entire destruction. In some cases the rolls crumble to the touch, and it is probable that the whole of them will have to be copied in book form, not only for preservation, but also for convenience of reference. Should this be necessary expectant pensioners will have to wait some time for their certificates.

The act referred to grants a pension of eight dollars per month, to officers and men, both militia and volunteers, of the army and navy in the war of 1812 who served for sixty days; and to the widows of those who were married prior to the treaty of peace, December 24, 1814. Also to such officers and soldiers who served less than sixty days who have been personally named in any resolution of Congress for some specific service in said war. Three classes of claims have arisen under the act:—

First—Of officers, soldiers and sailors who served for sixty days, and who have never been pensioned for a disability incurred in the service of the United States. These will be entitled to a full pension of eight dollars per month from February 14, 1871.

Second—Of officers, soldiers and sailors who served for sixty days, but who are in receipt of a pension for disability incurred in the service of the United States. These will be entitled to an increase of their pensions to eight dollars per month from February 14, 1871.

Third—Of widows of officers, soldiers and sailors who served for sixty days, who were married to the soldier prior to December 24, 1814, and who have not since remarried. These will be entitled to eight dollars per month from February 14, 1871.

The following rules and regulations have been prescribed by the Secretary of the Interior in accordance with section three of the act:—

If the term of service was less than sixty days there is no claim for pension under this act, unless the claimant has been personally mentioned in a resolution of Congress for some specific service in said war.

An honorable discharge is necessary in all cases. Declarations of claimants must be made before a court of record, or before some officer thereof having custody of its seal. The claimant's identity and loyalty must be proved by two witnesses, certified by the judicial officer to be respectable and credible, who are present and witness the signature of the declarant, and certify to his identity and loyalty under oath or affirmation.

The declaration must recite the name, age and residence of the claimant; whether married or unmarried; that the term of service was the full period of sixty days, or that he has been mentioned in a resolution of Congress, giving date of resolution, the place and time of enlistment and discharge, and the company, regiment, brigade and division in which he served; the places, capacity and manner of service and his participation in or connection with any historical event of the war, are particularly desired to be mentioned.

The declaration must also contain the following oath:—

"That I (if a widow, "that neither I nor my said husband") at no time during the late rebellion against the authority of the United States adhered to the cause of the enemies of the government, giving them aid or comfort, or exercised the functions of any office, under any authority or pretended authority in hostility to the United States, and that I will support the constitution of the United States."

RAILROAD COLLISIONS.

Destruction of Two Locomotives and a Freight Train on the New York Central Railroad.

ROCHESTER, March 17, 1871.

There was a collision on the New York Central Railroad in Centre square, in this city, this morning between a freight train and a single locomotive. The result was the demolition of two locomotives, the complete destruction of six freight cars, freight damaged, and a brakeman named Doyle, from Buffalo, severely if not fatally injured. The Buffalo branch of the road is obstructed, and trains will not be able to pass before noon. The passengers and baggage are transferred. The wreck took fire, but the flames were extinguished before much damage was done. The loss to the company is very heavy.

Smash-Up on the Camden and Amboy Railroad—Many Persons Injured.

PHILADELPHIA, March 17, 1871.

This morning an accident occurred on the Camden and Amboy Railroad, near Camden. A train was thrown off the track and the locomotive upset by a misplaced switch and another train collided with the overturned engine. Three hundred feet of the track were torn up, several cars demolished and many persons bruised, but none seriously hurt, except a brakeman, who had a foot crushed.

Accident on the Baltimore and Ohio Railroad.

WHEELING, W. Va., March 17, 1871.

An express train on the Baltimore and Ohio Railroad ran over a cow near Grafton this forenoon, when the whole train was thrown from the track, with the except on of the engine. No one was injured. The damage is said to be considerable to the railroad company. The train was delayed some hours.

THE NATHAN MYSTERY.

The Police Again on the Wrong Track—The Ebensburg (Pa.) Prisoner Bears No Resemblance to Forrester.

EBENSBURG, Pa., March 17, 1871.

A HERALD reporter visited the county jail at this place to-day to see the man Jones, who has been telegraphed all over the country as Forrester, the Nathan murderer, the published description of whom is as follows:—Age, thirty-five; height, five feet six inches; slim built, but tough and wiry; rather broad, square shoulders; weighs 140 pounds; rather long, spare face; black eyes, having a wild expression; high, square forehead, mouth narrow and corners drawn down; the upper lip stands out a little; medium sized, straight nose; straight black hair cut short; heavy black mustache, curls at the ends toward the mouth; sunken cheeks, but high cheek bones; small narrow foot; generally walks with his hands in his coat pockets; a tooth out of his left upper jaw; a bracelet in India ink on his left wrist.

When the HERALD reporter entered the cell the man was lying on the bed, but arose as I accosted him. Jones does not bear the faintest resemblance to the man Forrester. He is heavy built, brown beard, very full face, light gray eyes, long silken hair, flowing down his back; large feet, no India ink mark on him whatever; weighs at least 170 pounds; has no mustache; his teeth in good order and has lost none recently from his upper jaw, and is five feet eight inches high. He has a black and blue scar under his right eye, which he says was received at the siege of Richmond. He gives his name as Jones, and has been confined in the jail for the past five months for having deserted his wife. The only thing out of the way with the man is his failure to satisfactorily account for his family connections. He says he has no family. The man who started the story that this man resembles Forrester is either a fool or a knave.

RUNNING NOTES—POLITICAL AND GENERAL.

Sumner is already announced as a candidate for the Presidency.

The republican Chief Justice Mason, of Nebraska, has delivered an opinion against negroes sitting as jurors in that State on the ground that jury duty is a burden and not a privilege. The great trouble among white people hereabouts is to get rid of the burden—not to be saddled with it.

Under the head of "A Ticket that Will Win," the Mount Vernon (Ohio) *Banner* pronounces for the following democratic nominations:—Governor, George H. Pendleton; Lieutenant Governor, General Thomas Ewing, Jr.; Attorney General, John McSweeny; Auditor, Jonas Smith.

The Cincinnati *Gazette* entertains hard feelings against Senator Cameron when it says the descent (from Sumner to Cameron) "is so great that the public mind will dwell wholly on the loss of character, and will pass over any reasons that may exist for making a change in the head of this committee."

Colonel Forney is lecturing on the "Centennial Fourth of July, 1876."

The Philadelphia *Press* complains of the way the democrats in the Senate propose to gerrymander the State. Did it suppose it would so gerrymander it as to please the republicans?

Rhode Island elects State officers April 5. It will follow in the wake of New Hampshire, and fire the next popgun of this year's campaign.

Daniel Dougherty, of Philadelphia, is lecturing on "Oratory." He is just the man to do it.

THE STATE CAPITAL.

Passage of the Pneumatic Railroad Bill in the Assembly.

BROADWAY TO BE UNDERMINED.

Proposed Regulation of Physicians' Prescriptions.

ANOTHER RESPITE FOR ERIE.

ALBANY, March 17, 1871.

As I predicted in my despatch last evening would be the case,

THE PNEUMATIC TUBE BILL

was the very first thing the lower house took hold of this morning. It was exceedingly amusing to witness the anxiety of its more earnest advocates during the opening prayer. They did their best to look unconcerned, and lolled about on their seats in a nonchalant sort of way, as though they considered an opening prayer a very fine thing for those who liked it, but rather tedious when a man had a weight of railroad responsibility on his mind and plenty of the company's stock in his pocket. How they managed to refrain from dragging the question up even before the prayer had come to an end is a mystery, but that they did so is only another proof that even legislators can bide their time, though fretfully, so long as they are certain to get their reward in the long run. Flagg was the first to get up and tell how the Railroad Committee had since the evening previous fixed the bill, and added to its strength and beauty by several amendments. Then came Smith Weed's turn to have his say, and he went for the measure with a sharp stick for many reasons he gave at length. "The bill," said he, "has been crowded through here in a remarkable way. There is nothing in it which prevents the Mayor of New York from giving away the public parks for the use of this road." Hitchman happened to be on the floor of the House, and sprang to his feet at this and exclaimed, "Were not all the amendments to the bill, made in the committee, offered by Mr. Weed?" The reply, "They were," was yelled out loudly by Mr. Flagg, and Weed sat down evidently

IN BAD HUMOR.

But he was not to rest there, for Irving, a member of the committee, then arose and remarked:—"I do not think it is exactly the thing to bring up all that has been done and said in the committee here, but facts I will state. Mr. Weed got every amendment to the bill he asked for, and when he was asked if he was satisfied he answered that he was. I merely mention this to set the committee right in the matter in the eyes of the House. As for myself I am in favor of this bill, because it runs through my district, and my constituents are in favor of it. Their will is my law; but I must say that when a man gets all he asks for in committee in the way of amendments he ought to be satisfied." This rebuke brought Weed again to his feet. "I deny that I said in the committee that I was satisfied." "I repeat that you did," retorted Irving, "and I am responsible for what I say." Connolly and Hayes then got mixed up in the debate, during which personalities were thrown round, as Sambo would say, "promiscus," Tom Fields, who was in the chair, seemed to enjoy the scene hugely, and allowed the rumpus to spend its own force without the aid of the gavel. The vote on the passage of the bill was finally reached, and resulted in 102 yeas and 11 nays. The members voting in the negative were Alberger, Berry, Connelly, Kelly, Nicholas, Pound, Randall, Scribner, Seikreg, Weed and Winans. Many of those who voted for the measure did so fearful lest New York city would set them down as opposed to the rapid transit idea, and because they felt assured the Governor would veto the bill anyhow. Scribner explained that he would vote for any good rapid transit measure, but that the way the bill had been fixed up and engineered through was not what he could approve. Hayes was excused from voting. The following is the bill, as amended, since the Senate passed it:—

THE PNEUMATIC TUBE BILL.

The following is the text of the Pneumatic Tube Railway bill as amended and passed yesterday in the lower house of the Legislature:—

AN ACT supplemental to and amendatory of an act entitled "An act to provide for the transmission of letters, packages and merchandise in the cities of New York and Brooklyn, and across the North and East rivers, by means of pneumatic tubes, to be constructed beneath the surface of the streets, squares, avenues and public places in said cities and under the waters of said rivers."

Whereas, the urgent necessity for increased facilities for rapid transit between the upper and lower portions of the city and county of New York calls for prompt action on the part of the Legislature; and whereas, a committee appointed by the Senate, consisting of three Senators, the State Engineer, the Engineer of the Croton Aqueduct Board and the Mayor of the city of New York, charged to inquire into the best methods of accomplishing the above object, after the examination of various plans, and the hearing of many intelligent witnesses, did unanimously report to the Senate, in session in 1866, that underground railways were the only means of fully meeting the public wants; and whereas, the Beach Pneumatic Transit Company, organized under the provisions of chapter 842, Laws of 1868, has at great expense proceeded to construct a section of underground railway, now extending under Broadway, from Warren street to Murray street, which railway has been put into successful operation, and opened to public examination, and has been visited and approved by many thousands of the citizens of New York and Westchester counties, as attested by the extensive reports of the public press, and by the memorials of many thousands of said citizens, which memorials have been duly presented to the Senate and Assembly, earnestly praying the Legislature to pass a law authorizing the said company to enlarge and extend their works, for the accommodation and rapid transit of passengers; therefore,

The people of the State of New York, represented in Senate and Assembly, do enact as follows:—

SECTION 1. It shall be lawful for the Beach Pneumatic Transit Company, a corporation duly organized under and in pursuance of the sixth section of the act entitled "An act to provide for the transmission of letters, packages and merchandise in the cities of New York and Brooklyn, and across the North and East rivers, by means of pneumatic tubes, to be constructed beneath the surface of the streets, squares, avenues and public places in said cities and under the water of said rivers, passed June 1, 1868, to which act this act is supplemental and amendatory, to construct, maintain and operate an underground railway for the transportation of passengers and property in the city of New York, extending from Bowling Green under Broadway to Fourteenth street, thence under Union square to Seventeenth street, thence under Broadway to its junction with Central Park and Eighth avenue; with a branch railway from Union square under Fourth avenue to Harlem river, and across and under the bed of said river to the northerly shore thereof, by means of tubes of enlarged interior diameter sufficient for the construction of a railway or railways therein, and for the running of cars and the carrying of passengers therein, and also to construct within said tubes two or more tracks of railway, with the necessary turnouts and stations, with flues, openings and stairways for ventilation, and for the ingress and egress and accommodation of passengers, and for the receipt and discharge of packages and freight.

SEC. 2. Said passenger tubes shall, as far as practicable, follow the centre line of the aforesaid streets, and shall not occupy in the aggregate a greater space than thirty-one feet in width by eighteen in height, exterior measurement, and shall be laid and constructed under the supervision of a board of three engineer commissioners, consisting of Alfred W. Craven, George S. Greene and an engineer appointed by the Department of Public Works of the city of New York, and said engineers shall have access at all times to the plans and works of said corporation, and shall see that said passenger tubes and railways are constructed in a through and workmanlike manner, and that proper materials are used in the construction of the same, and that all needful precautions are taken by said corporation to prevent damage to private property, interruption of travel, and unnecessary interference with the sewers, water pipes and gas pipes, and that sufficient space is provided or allowed to remain for proper sewerage, and the laying of gas pipes and water-pipes along the route of said wassage tubes, and it shall be the duty of the said engineers, or a majority of them, during the construction of the works herein authorized, to report to the Mayor of the city of New York any violation by the said corporation of any of the duties herein enjoined upon said corporation; and the said engineer commissioners shall each receive from said corporation, as compensation, not less than ten dollars for every day or part of a day they shall be actually employed in the supervision of the works herein authorized; and in case any vacancy shall occur in said board of engineers, by reason of death, resignation or other cause, such vacancy shall be filled by appointment by the Mayor of New York city; but the said corporation shall not be delayed in carrying on their works herein authorized, pending such appointment; and the said engineer commissioners, with three other persons, to be appointed by the said corporation, shall constitute a board of commissioners, a majority of whom shall determine whether the pneumatic system or suitable locomotives shall be adopted by said corporation for the propulsion of the cars running within said passenger tubes, and the decision of said majority shall be binding on said corporation.

SEC. 3. The said corporation is hereby forbidden to interrupt the supply of water or gas or the flow of the sewers, and all changes or alterations in the sewers, water pipes or gaspipes that may be necessary for the proper construction of said passenger tubes and the works herein authorized, shall be done in a thorough and workmanlike manner, with good materials, under the supervision of the Department of Public Works, but by and at the expense of said corporation; and whenever it shall be necessary for the said corporation to make any changes or alterations in the said sewers, water pipes or gas pipes, the new connections shall be first made before making any change in the existing water pipes, gas pipes and sewers, or either of them; and during the construction of the works herein authorized, the travel through the streets over said works, and also through the streets intersecting the line of said works, shall not be interrupted at any time, except by special permission of the Department of Public Works; the surface of Broadway shall not, in any event, be broken without a bridge or other structure, so that travel may not be impeded; and whenever the surfaces of the streets shall be interfered with by reason of the necessary operations of said corporation, the surfaces of such streets shall be promptly restored to as good a condition as they were in before the said interference, by and at the expense of the said corporation, but under the supervision of the Department of Public Works; and the Department of Public Works shall have access, through its proper officers, to the plans and specifications of the herein authorized works, and shall report to the Mayor of the City of New York any violations by said corporation of any of the provisions of this section of this act.

SEC. 4. The said corporation shall have the right, and is hereby authorized to acquire the title to and to hold such real estate or interest therein as may be necessary to enable it to construct, operate and maintain said tubes and railways as herein provided, and to construct and maintain the proper platforms, stations and buildings of said corporation at such points along the route of said tubes as may be convenient and suitable for the ingress and egress of passengers, and for the receipt and discharge of freight and packages, and necessary for the successful operation of said tubes and railway, and for the proper connections between said tubes and railway platform stations and buildings; and in case the said corporation is unable to agree with the owner or owners of such real estate or interest for the purchase and use thereof, the said corporation may acquire the title to the same in the manner provided in the fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, twenty-first and twenty-sixth sections of an act entitled, "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, and in all cases the use of the aforesaid streets, avenues, squares, grounds and public places, and the right of way under the same for the purpose of said tubes and railway or railways therein, as herein authorized and provided, shall be considered, and is hereby declared to be, a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty of the city of New York hold said streets, avenues, squares, grounds and public places.

SEC. 5. It shall be lawful for said corporation to convey passengers on said railway or railways, through said tubes, for hire; provided that the rate of fare shall not exceed ten cents for any distance less than three miles, and for all additional distances two cents per mile, or any fractional part of a mile; but between the hours of five and seven A. M. and five and seven P. M. the rate of fare for any distance shall not exceed ten cents.

SEC. 6. Within ten days after the passage of this act the said Beach Pneumatic Transit Company shall file a bond with the Comptroller of the State, binding the said corporation in the penal sum of $200,000, with sufficient surety, also a bond of $300,000, with sufficient surety, to pay all damages to public or private property; to commence active operations in the construction of the works herein authorized within ninety days after the passage of this act, and for the completion of the section of passenger tubes with two railway tracks from Bowling Green to Fourteenth street within two years thereafter, and for the completion of the remainder of said passenger tubes as herein authorized within five years thereafter; but in case of delay by legal proceedings or extraordinary causes beyond the control of said corporation, the time so lost shall be added to the time allowed herein for completing said passenger tubes, and on the completion of said passenger tubes, as herein provided, the said bonds shall be cancelled by the said Comptroller.

SEC. 6. The said corporation shall not construct any station, depot or other building or work upon any land belonging to the Mayor, Aldermen and Commonalty of the city of New York, either in their own right or as trustees or commissioners, without the consent of said Mayor, Aldermen and Commonalty first had and obtained, and no park or other public place shall be sold or given away except for ingress and egress.

SEC. 7. The municipal authorities of the city of New York shall at all times, as far as practicable, aid the said corporation in the construction of the works herein authorized; but in case of any violation of any of the provisions of this act, it shall be the duty of the Mayor of said city to institute proper legal proceedings on behalf of the Mayor, Alderman and Commonalty of said city, to compel the observance of the provisions of this act.

SEC. 8. Every person who shall wilfully or maliciously destroy or injure any of the said tubes or other structures herein authorized, or who shall wilfully or maliciously place any obstruction upon the track of such railroad or railroads within said tubes, shall be deemed to be guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than $500 or by imprisonment not less than three nor more than six months, or by both such fines and imprisonments, and shall also forfeit or pay to the said company or its successors three times the amount of damages they may sustain thereby, to be recovered, with costs, in any court having cognizance thereof. But nothing herein contained shall be construed to extend to cases where death to any person shall result from the commission of either of the offences mentioned aforesaid.

SEC. 9. The said corporation shall possess all the powers and privileges, and be subject to all the duties and liabilities imposed on corporations by the laws of this State not inconsistent with the charter of this company or the purposes of its incorporation, and nothing in this act contained shall be construed to limit or restrict any of the powers, rights and privileges heretofore granted to the said corporation; and the pneumatic tube heretofore constructed by said corporation, and now in operation under Broadway, between Warren and Murray streets, shall be deemed to be the preliminary line of pneumatic tubes duly certified, required by the provisions of the act to which this act is an amendment.

SEC. 10. This act may be altered and amended by the Legislature at any time.

SEC. 11. This act shall take effect immediately.

AFTER THE DOCTORS.

Physicians who, ever since the Irving drug bill made its first appearance in the Legislature, have busied themselves with trying to prove that it will do no good may now "look at home" and see if they can honestly have the same opinion of the bill introduced to-day by Senator Norton. It is one the want of which has long been felt, and there will doubtless be no stronger advocates of its passage than the druggists, who, it must be conceded, oftentimes have to shoulder responsibilities in making up prescriptions which properly belong to the physician. Hundreds of cases could be cited where respectable druggists in New York city have had either to send back a prescription to a physician who, through carelessness or ignorance, ordered a compound that would kill instead of cure a patient, or take it upon themselves to make the prescription harmless. When the bill comes to be considered in committee revelations as to the carelessness of physicians will be made which will certainly convince even the most sceptical that "accidents" caused by the maladministering of drugs are not entirely confined to the blundering drug clerks. The bill provides that hereafter no person prescribing any medicine or medical agent shall

WRITE A PRESCRIPTION

or recipe for any remedy unless the name of the several ingredients are written in full and in such terms as are defined and known in the several medical, pharmaceutical or chemical textbooks. No private sign or symbol will be allowed to be used other than those now used by the medical profession. The directions to patients, the bill further provides, must be written in legible English "or such other language as may be intelligible to persons using it." Although the prescriptions are to be considered as the property of the physicians writing them, yet the apothecary is entitled to retain them as vouchers, but they are not allowed to be repeated or compounded a second time, except by the physician's consent. One of the best features in the act is that it compels physicians to sign their prescriptions with their full name, instead of using their initials simply, as many now do. Mixtures to be used externally, according to the act, must be labelled for "external use only," which words must be printed on each vial or parcel. Violation of any provision of the act is considered a misdemeanor, punishable by a fine of not less than twenty-five dollars, nor more than $200, or from ten to twenty days imprisonment, at the discretion of the Court. If this bill and Irving's Drug Clerk bill do not put an end to "accidents by druggists and physicians ordering and

MAKING UP POISONS

instead of remedies for sick people the Legislature will have to give up the business of attempting to protect the public against them as a bad job. Many druggists and drug clerks, since the Irving bill was passed, have set up a clamor that blunders happen oftener because physicians make mistakes in their prescriptions than because of their druggists' ignorance or negligence, and some physicians have declared the bill of no account, because it is not stringent enough. It is quite likely the druggists, drug clerks and physicians, when they hear that the Norton bill is to go hand in hand with Irving's, will come to the conclusion that they will all be impartially attended to hereafter.

The following is the bill in full:—

AN ACT to regulate coroners' inquests in the city and county of New York, and to authorize the appointment of a clerk to the same.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:—

SECTION 1. Hereafter when in the city and county of New York any person shall die from criminal violence, or by a casualty, or suddenly when in apparent health, or when unattended by a physician, or in prison, or in any suspicious or unusual manner, the coroner shall subpœna a properly qualified physician, who shall view the body of such deceased person externally or make a post mortem thereon as may be required. The testimony of such physician and that of any other witnesses that the coroner may find necessary, shall constitute an inquest. For making said external examination the physician shall receive three dollars; for making such autopsy he shall receive ten dollars, and such sums shall be a county charge, and paid by the Board of Supervisors.

SEC. 2. Should the coroner deem it necessary, he may call a jury to assist him in his investigation, or should any citizen demand that a jury be called he shall proceed as directed by Title Four, Article Second of the Revised Statutes.

SEC. 3. It shall be the duty of any citizen who may become aware of the death of a person who shall have died in the manner stated in section one of this act to report such death forthwith to one of the coroners, or to any police officer, and such police officer shall, without delay, notify the coroner of such death; and any person who shall wilfully neglect or refuse to report such death to the coroner shall, upon conviction, be adjudged guilty of a misdemeanor, and shall be punished by imprisonment in the county prison not exceeding one year, or by a fine not exceeding five hundred dollars, or by both such fine and imprisonment.

SEC. 4. Any person, except the coroner, who shall wilfully touch, remove or disturb the body of any one who shall have died in the manner described in section one of this act, or who shall wilfully touch, remove or disturb the clothing or any article upon or near such body, without an order from the coroner, shall, upon conviction, be adjudged guilty of a misdemeanor, and shall be punished by imprisonment in the county prison not exceeding one year, or by a fine not exceeding $500, or by both such fine and imprisonment.

SEC. 5. Any citizen of this State not over seventy years of age, and being at the time a resident of the county, may be summoned to serve as a juror upon a coroner's inquest; and any person who shall wilfully neglect or refuse to serve as such juror when duly summoned, shall, upon conviction, be adjudged guilty of a misdemeanor, and shall be punished by imprisonment in the county prison not exceeding one year, or by a fine not exceeding $500, or by both such fine and imprisonment.

SEC. 6. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

SEC. 7. The board of Coroners of the county of New York may appoint a clerk, who shall receive an annual salary of $2,500 per year, which shall be a county charge, and payable as other county salaries are paid.

SEC. 8. This act shall take effect immediately.

ERIE AGAIN.

Another effort was made to-day by Mr. Goodrich to get his resolution before the House taking further consideration of the Erie classification repeal act out of the hands of the Railroad Committee; but he was beaten by the strategy of the democrats, who, it becomes plainer every day, have been pledged to smother the bill for the present session. Denny Burns objected to the introduction of the resolution; but Hitchman got up and remarked that as the gentleman from Kings had made enough political capital by his constant attempts already, he hoped the majority would then and there give a square vote on the resolution. "Good," exclaimed Goodrich, and as Denny Burns rose and withdrew his objection a smile of triumph lit up the Kings county man's features, for now the long looked for opportunity had arrived. But, alas! he had hardly time to hand the resolution to a page before a motion to adjourn was made and carried by an overwhelming vote. So Erie has another respite, and can afford next week to remember its friends just one more.

VETO BY THE GOVERNOR.

ALBANY, N. Y., March 17.

The following message was sent to the Assembly to-day:—

TO THE ASSEMBLY.—I return, without my signature, the Assembly bill No. 179, entitled "An act to provide for the appointment of an additional clerk for each of the district courts in the city of New York." The act not only provides for the appointment of an additional clerk by each of the justices of the several district courts in the city of New York, but it fixes the compensation of the clerk and directs the Board of Supervisors to raise by tax the amount necessary to pay the salaries of the appointees. There are nine district courts in the city of New York. The expense of maintaining these courts in connection with the police courts is at least $450,000. There is no valid reason for increasing this expense; it should rather be diminished. Each district court, in addition to the justice, who receives a liberal salary, has a clerk, whose salary is $6,000 per annum; a stenographer, who receives $2,500 per annum; two attendants, a janitor and an interpreter, each of whom receive about $1,200 per annum. It is well known to all those who are conversant with the business of the courts that in all of them this clerical and other force is sufficient and more than sufficient for the business which appertains to them. This bill, therefore, if I signed it, would authorize the appointment of nine unnecessary officers, each of whom would receive $6,000 per annum, and it would add $54,000 annually to the taxes of New York city. If bills like this are permitted to become laws, no efforts of the authorities to reduce expenditures and taxes can