

THE CANAL AND RAILROAD COMPANIES IN ALBANY. Mr. Irving's Bill Against the Delaware and Hudson Canal Company—The Proposed New Tariff on the Central—A Savings Bank Scheme—Summons from the Connecticut Election—Boss Tweed Denies the Bogus English Despatch.

FREE CANALS. Address from the Commercial Union to the People of the State. The following address has been issued by the special committee appointed at the convention of the Commercial Union held at the city of New York on Friday, March 21, 1871:

COMMERCIAL UNION OF THE STATE OF NEW YORK. TO THE PEOPLE OF THE STATE OF NEW YORK: The following address has been issued by the special committee appointed at the convention of the Commercial Union held at the city of New York on Friday, March 21, 1871:

It is not for the sake of a few dollars that we are here, but for the sake of a better future. We are here to see that the people of this State are not deceived by the promises of a few men who are only interested in their own pockets.

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ALBANY, APRIL 18, 1871. THERE WAS FAIRLY A QUORUM in either House this evening, and as all the members seemed to be full of expectation about the Connecticut election the business done, as a general thing, was not of a very important character. However, Irving, of New York, managed to carry one motion, which will doubtless create no small excitement in certain railroad circles.

It will be remembered that some time ago we introduced a bill, which proposes a law which gave the right to certain canal companies, to lease any railroad which they could get hold of. This was considered the death-blow to the charter of the Delaware and Hudson Canal Company, and a strong effort was at once made by its friends to nip the repeal project in the bud, and until this evening everybody had hoped to the conclusion that nothing more would be heard of the bill during the present session after the Railroad Committee had favorably reported upon it, which they did last week. To-night Irving moved, and had the motion carried, to have the bill referred back to the committee, with power to report completed at any time, which is equivalent to having it ordered to a third reading. The opponents of the measure are considerably exercised over the thing, and, as Irving is a member of the committee to which it is referred, it is more than probable that he will bring it before the House in a day or two. Another bill, which was referred back to the Railroad Committee on a similar motion, was that which compels the RICHMOND AVENUE RAILROAD COMPANY to take up their tracks wherever they cross the sidewalks—that is, wherever they have switches on which there are not in use can be placed. Governor ALBION BURDELL in relation to the HUDSON RIVER AND CENTRAL RAILROADS, which he introduced this evening, has made his appearance late in the session ever to be made a law, in consequence of the introduction of this late day therefore is rather a mistaken one. In point of fact, it provides that the two roads in question shall each be charged one cent and six-tenths per mile as passenger fare, and that the distance between Buffalo and New York can be traveled over in a driving room or sleeping car for one cent and six-tenths per mile as passenger fare. The bill is enclosed by an outside coating of They are simply these, that only two cents per mile can be charged for first class freight, and three cents for second class freight. Ten per cent on the above rates can be charged for freight carried any distance less than fifty miles, and all the rest is to be paid for the provision of one cent and six-tenths per mile as passenger fare. This is the measure which is now before the House.

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