THE STATE CAPITAL.

The Great Erie Battle Begun in the Legislature.

An Amendment to the Board of Audit Act.

A Bill to Regulate the Management of Insurance Companies.

Extension of the One-Legged Railroad Track.

The Pacific Mail Bill Favorably Reported.

Dexter C. Hawkins and His "Mite"-y Influence as a Lobbyist—Titles to Real Estate—Kilian and Frear—The Improvement of Sixth and Seventh Avenues—Talk About the Seventy's Charter.

ALBANY, March 5, 1872.

Immediately after the opening of the morning session of the Assembly Frederick Kilian was sworn in as a member from the Fifteenth district of New York, in place of Alexander Frear.

THE NEW YORK ELEVATED RAILROAD.

A bill introduced by Mr. Twombly authorizes the New York Elevated Railroad—that which runs along Greenwich street—to complete the construction of the road at any time within two years after the expiration of the time heretofore limited for that purpose, and to extend the road, with a single or double track, north of 100th street and west of Eighth avenue to Harlem River and Spuyten Duyvil Creek, the route to be subject to the approval of the Commissioners mentioned in the act of 1857 incorporating the company. The location, structures, rolling stock and motive power may be such as those Commissioners shall approve, provided the supporting columns be of iron or steel and the track not less than fourteen feet above the surface of the street. North of 101st street, however, the track may be laid on or below the surface where the ground is high, or upon substantial trestles or bridges where it is low, this authority also being subject to the approval of the Commissioners. The rates of fare may be ten cents for each passenger for any distance south of Fifty-ninth street, ten cents for any distance between Fifty-ninth street and 125th street and ten cents for any distance beyond that point.

COLUMBIA COLLEGE.

The Senate bill authorizing the trustees of Columbia College, in New York, to acquire real estate for new sites for the College or for any schools or necessary building of the institution, and to sell or convey any lands now held by the College, was amended so as not to exempt from taxation any lands except such as should be occupied as the site of the College. The bill, as amended, was ordered to a third reading.

TITLES TO REAL ESTATE.

The Assembly bill, which is general in its character and application, confirming the title of persons to real estate questioned by reason of alienage of former owners, was considered in Committee of the Whole and ordered to a third reading also. It declares that the title of any person or persons, citizens of this State, to any lands within the State, shall not be questioned or impeached by reason of the alienage of any person or persons from or through whom such title may have been derived; provided, however, that the rights of the State in any case in which proceedings for escheat have been instituted shall not be affected.

RAILROAD TELEGRAPHS.

Mr. Sniper's bill, introduced last evening, provides that all railroad and other corporations in this State owning or having a line of telegraph which is used for the transmission of public or private messages for compensation, shall be liable to all the penalties and entitled to all the privileges contained in chapter 265 of the Laws of 1848, and the acts amendatory thereof. All corporations referred to in the act shall be allowed to charge for the transmission of messages over their telegraph lines exactly the same rates of tariff as are now charged by the Western Union and Atlantic and Pacific Telegraph Companies over their lines from Buffalo to Albany, and thence to New York.

CONCERNING INSURANCE COMPANIES.

A good portion of the morning session of the Assembly was spent in consideration of matters relating to insurance companies. The question came up in Committee of the Whole upon the bill presented in January by Mr. Badeau to regulate the management of insurance companies and the disposal of their assets, which led to a short debate. The first section provides that no director or trustee of any insurance company shall be allowed to act as an agent or broker thereof, or any person or persons to insure therein, or receive or be directly or indirectly interested in any commission paid by the company for procuring policies. It empowers the stockholders to sue to recover any such commission or compensation that might be received by directors. There was quite a spirited debate over the second section, which provides that the commission or compensation to be paid to insurance agents or brokers shall not exceed fifteen per cent of the premium or premiums received for the company for insurance. Mr. Alvord argued against this section, contending that insurance companies were private business enterprises, and as such their agents were entitled to all legitimate profits. Speaker Smith took the floor and contended—while he urged that the section be retained, the motion being to strike it out—that insurance companies should be subject to regulation by the State. Ultimately the bill was recommended to the Committee on Insurance for revision. The other bill, which was not considered, came from the Senate. It simply authorizes life insurance companies to ascertain at any time the proportion of surplus accruing to each policy from the date of the last to that of the next succeeding premium payment, and to distribute the proportion found to be equitable, either in cash, in reduction of premium or in reversionary insurance, payable with the policy and upon the same conditions as therein expressed, at the next succeeding date of such payment, notwithstanding anything there may be to the contrary in the charter of the company. There was no objection to this measure, and its passage was recommended.

MR. ALVORD'S PRO RATA FREIGHT BILL.

Before going into executive session on the Erie matter the Railroad Committee of the Assembly agreed to report formally on Mr. Alvord's Pro Rata Freight bill, with, however, some amendments. The bill provides that no railroad shall charge more than twenty-five per cent for transporting any class or kind of freight over the whole or any portion of its road during the fall, winter and spring months, more than the average rates charged for freight of the same description during the months of June, July and August; neither shall any company charge more in proportion for transporting the same class or kind of freight at less than it does for a greater distance. The bill as amended will contain provision for a penalty of $200 and cost of suit for each violation of this act, to be sued for and collected by the party or parties aggrieved. Another bill, which was introduced by Mr. Loughran in the House and referred to the same committee, was deemed to be too stringent, and was consequently regarded unfavorably by the committee.

The Assembly Committee on Commerce and Navigation, at their meeting this afternoon, desired to report in favor of Mr. Twombly's bill relating to

THE PACIFIC MAIL STEAMSHIP COMPANY.

By this act the company is authorized to reduce its capital stock to $10,000,000, and in order to that end may buy in, cancel and extinguish its shares, so far as the same can be purchased at prices not exceeding the par value thereof; and the shares so purchased shall be retired and extinguished in reduction of the capital stock of the company, and shall not be issued again. Another provision of the bill is to the effect that any citizen of the United States who is a stockholder of the company in his own right shall be eligible to election as a director of the company.

The bills for grading, paving and improving Sixth and Seventh avenues, in New York, from 110th street to Harlem River, was considered by the Assembly Committee on Cities this afternoon, and the committee decided to report in favor of the proposed improvements, including a clause, inserted by them as an amendment, providing that three-fifths of the expense of the work shall be paid by the property owners along the lines of the avenues between the points mentioned. The remaining two-fifths to be assessed upon the city at large.

The committee heard arguments in favor of the main features of the elaborate bill introduced by Mr. Haight proposing to amend and reduce to one act the several statutes relating to

THE CONSTRUCTION OF BUILDINGS

in the city of New York. Mr. Knapp gave the committee his views upon carpenter work, and Mr. Campbell his upon iron work in architecture. Modifications of some of the details provided in the bill as it stands were suggested. The committee concluded to consider the suggestions further, and will probably report in favor of the bill as amended, not in its general features, but in certain unimportant particulars.

THE COMMITTEE OF SEVENTY'S CHARTER

will be the special subject before the Senate Committee on Cities to-morrow. The opponents of the charter will have an opportunity to state their objections to the measures passed by the Assembly. Members of the Assembly looked at it as though it were an elephant on their hands, and, admitting that it ought to be amended, passed it over to the Senate. It was then, and is now, believed that the voluminous document will be changed in many points before it receives the sanction of the Senate. Many members of the Committee of Seventy came on the trains which arrived this afternoon and to-night, as well as persons who are in favor of a substitute which is to be proposed for the Seventy's charter.

MR. DEXTER A. HAWKINS

has arrived here to contribute his "mite" in lobbying in favor of some of the measures now before the Legislature. Whether he is interested in the Erie question has not transpired; but it is understood that he is favor of the Committee of Seventy's charter, and is looking after other measures, including the bill to incorporate the National American University of Music, and other liberal acts in the city of New York, in which his name appears as one of the directors. Hawkins was on the floor of the Senate this evening conversing earnestly with Senators, and went to work as an experienced lobbyist.

Both branches of the Legislature met to-day—the Assembly in the morning and the Senate and Assembly in the evening. The session of the Senate was short. A brief debate upon the bill to establish and provide for the government of a police department in the city of Buffalo gave opportunity for some rather amusing talk of a political and particularly of a partisan nature, between Mr. Johnson, democrat, and Mr. Lewis, republican. Mr. Tiemann introduced a bill to incorporate the Bartlett

ELEVATED QUICK TRANSIT RAILWAY COMPANY

of the city of New York, providing for a road to run from the City Hall along Bowery and Third avenue to Harlem Bridge, in ten minutes, the fare to be five cents for each passenger. The capital stock of the company shall be $2,500,000, divided into shares of $100 each. One of the saving sections of the bill provides that each stockholder shall be individually responsible for the debts of the company, only to answer equal to the amount of the stock held by him.

AN AMENDMENT TO THE AUDIT BILL.

Senator O'Brien presented a bill to amend the Audit bill of the city of New York; so as to provide for the payment of the city and county advertising in the daily and weekly newspapers authorized by the law of 1870, with the exception of the *Transcript*. If the revenue bonds now authorized to be issued be insufficient to meet the liabilities of the city and county for advertising the Comptroller is, by this bill, empowered to issue additional bonds sufficient to discharge such liabilities. At the evening session of the Assembly, which was principally devoted to the consideration of general orders,

The concurrent resolutions proposing an amendment of the constitution relative to the pay of members of the Legislature, as reported by Mr. Alvord, from the Committee of Ways and Means, were considered and ordered to a third reading. They provide that section 6 of article 3 of the State constitution shall be amended so that members of the Legislature shall receive an annual compensation of $1,000, and ten cents for every mile they shall travel in once going to and returning from the place of meeting by the most usual route; and that the Speaker shall receive an additional salary of $500. Provision is made for a reduction of pay in case of non-attendance.

The bill in relation to challenges of

JURORS IN CRIMINAL CASES

was considered in Committee of the Whole, and after some discussion was ordered to a third reading. This bill materially changes the present law, and will be deemed, no doubt, a great advance in legal proceedings. It establishes the principle that the previous formation or expression of an opinion or impression with reference to the circumstances upon which any criminal action at law is based, or with reference to the innocence or guilt of the prisoner with reference thereto, shall not be a sufficient ground of challenge for principal cause, provided that such person shall declare on oath that he believes he can render an impartial verdict according to the evidence, and that such previously formed opinion or expression will not bias or influence his verdict. It provides that in capital cases the accused and the people shall each be entitled to thirty peremptory challenges.

THE RAPID TRANSIT QUESTION,

it is understood, will be settled to-morrow by the Assembly Committee, which meets to decide upon which of the several plans proposed shall be recommended for adoption. The rapid transit people have consequently been reinforced to-day, and in view of the Erie Railroad question, the charter and rapid transit, all of which are expected to appear on the scene on the same day, the Capitol will be crowded with lobbyists to-morrow.

THE BATTLE OF ERIE.

Preparations for the Struggle—Cheering Prospects of a Victory for the Right—A Change of Base on the Part of the Neutral Forces—The Political Aspect of the Contest.

ALBANY, March 5—Midnight.

The long suspense of the public concerning the Erie Railroad question will be partially relieved to-morrow. The subject will then be out of the hands of the committees of both houses and called up for consideration in the Senate and Assembly Chambers. In the Assembly it will be introduced by the presentation of reports from the Standing Committee on Railroads, and in the Senate by a resolution which Senator O'Brien intends to introduce, taking it out of the hands of the Judiciary Committee, of which Senator James Wood is chairman, unless the committee should make a report before the day's session closes. The Railroad Committee of the Assembly had two meetings to-day—one this morning and another this evening—at which the subject was considered. A desperate and audacious effort was made this morning by

THE ERIE RING CONSPIRATORS

to still further postpone legislation on the subject. Soon after the committee had assembled a proposition was made to reopen the case for argument, in order to permit Mr. Lucius Robinson to make a last appeal in favor of the present management. Although the sentiment of the majority of the committee when last canvassed was understood to be favorable to the conspirators, the committee decided not to listen to any further arguments, even in favor of the railroad. This action of the committee, taken in connection with other signs of promise, is interpreted as indicative of a leaning towards the side of the injured stockholders. The power of public opinion seems to be exciting its potent influence upon members. The Erie people are marshalling all their forces and using every artifice to induce the majority of the committee to report a bill which, while it may seem to cover the case, will yet leave untouched the essential points, and retain in power the present managers. Within the last few days the minds of certain members, known as friends of Erie, have been inclining rather toward the side of the radical reform which is so urgently demanded.

THE RING IS LOSING GROUND.

Members, knowing well and feeling forcibly the fact that if they vote to perpetuate the power of the existing managers of the railroad, no matter from what motives, suspicion that they have been purchased, suspicion so strong as to be akin to evidence, will cling closely to their legislative record. It is rumored that Mr. G. W. L. Smith, of Washington county, and Mr. Lewis, of Delaware, both of whom voted at a former executive session of the committee against interfering with Gould and his associates, are now in favor of the bill providing for the repeal of the Classification act and of a new election for directors. If this rumor is not groundless the committee would stand

FIVE TO FOUR IN FAVOR OF THE BILL

drafted by Mr. Southmayd, heretofore referred to as the Attorney General's bill, the same which was presented by Mr. Eastman in the Assembly and Mr. O'Brien in the Senate. The political or party side of the question has been forcibly presented to members of both houses by outside parties in favor of repeal, and by politicians who look upon the success of the republican party at the next general election as paramount to all other considerations. The fact that this is supposed to be pre-eminently a reform Legislature, elected mainly upon the issue of the necessity of putting an end to the corruption that disgraced their more immediate predecessors, and of repealing some of their enactments, is held up prominently before the present members.

THE POLITICAL ASPECT OF THE CASE.

It has also been pointed out to them that the country will hold the republican party responsible if the Erie stockholders are denied the justice for which they now appeal to their public representatives. The appalling picture of a republican defeat in the State at the next election and a republican defeat in the Presidential contest, as the result of the action of a few members of the Legislature, has apparently stricken terror into the minds of well-meaning members.

The Railroad Committee held a long session this evening, at which those composing it again interchanged their views. Mr. White, of Kings county, Chairman of the Committee; Mr. Whitbeck, of New York, and Mr. Greenhalgh, of Schenectady, are unalterable, in favor of the popular bill for repeal. The other members of the committee are Mr. Smyth, of Tioga, Mr. Lewis, of Delaware, Mr. Burns, of Onondaga, Mr. Smith, of Washington, Mr. Hill, of Greene, and Mr. Chambers, of Erie. As already stated Mr. Smith, who is absent at present, and Mr. Lewis have recently changed their sentiments. It is said to-night also that Mr. Smyth, of Tioga, who was elected as an Erie candidate, is not so firm in the faith as he was. The picture of the possible prejudice to

THE INTERESTS OF THE REPUBLICAN PARTY

having, it is surmised, had some influence upon his conclusions. Nor is Mr. Burns so strongly in favor of the Erie managers as he was a week ago. The friends of the stockholders have indulged the hope, which to-morrow may prove but a delusion, that the majority of the committee would finally report in favor of the Southmayd bill. I am informed to-night, however, that the Railroad Committee still stand five to four against it, and that after a short executive session, which is set down for ten o'clock to-morrow morning, that majority will finally determine to report in favor of Mr. Husted's bill, with an amendment providing for a new election for new directors next October, as already intimated in the HERALD. In that case the minority report would recommend the passage of the Southmayd bill, and upon a motion which would be made to substitute

THE MINORITY FOR THE MAJORITY REPORT,

the subject would be fairly opened for debate. There is a rumor floating about to-night, which may or may not be well founded, that the Erie Railroad is in a bad way financially, and is not able to meet the interest on the bonds due about this period. It is mooted that Judge Barnard would have appointed Jay Gould receiver last week, but the pending proceedings against himself prevented.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, March 5, 1872.

The Senate met at half-past seven o'clock P. M., and was mainly engaged in the consideration of general orders.

By unanimous consent five bills were introduced. The only two of general importance were that relative to the Bartlett elevated railroad or pneumatic tubes over the Bowery and Third avenue and another which is an amendment to the New York Audit bill, providing for paying the claims of the several newspapers that have been advertising for the city for the past two years. The *Transcript* is excepted from the provisions of this act. If the Comptroller has not the money to pay these items he is to issue revenue bonds for the purpose.

Adjourned.

ASSEMBLY.

ALBANY, March 5, 1872.

Frederick Kilian, who had been awarded the seat occupied by Alexander Frear, appeared at the Speaker's desk, was sworn in and took his seat for the Fifteenth district of New York.

Mr. TWOMBLY introduced a bill to authorize the New York Elevated Railway Company to extend its track in a westerly and northerly direction and to regulate the construction and operation of the same. They are authorized to extend the road north of 100th street and westerly of Eighth avenue to Harlem River and Spuyten Duyvil Creek. They may charge ten cents for any distance south of Fifty-ninth street, and ten cents for any distance between Fifty-ninth street and 125th street and ten cents for any distance north of 125th street in the city of New York.

GENERAL ORDERS.

The House, in Committee of the Whole, considered the following bills on general orders:—

Authorizing the Trustees of Columbia College, in the city of New York, to take and hold lands in said city for a site for the college. Ordered to a third reading.

The enacting clause of the bill to pay the executors of George W. Miller, deceased, claims for expenditures made by him in receiving regiments returning from the late war, and the bill was rejected. Mr. Hawkins moved to restore the enacting clause, which was disagreed to.

The bill to extend South Eleventh street, Brooklyn, to the present termination of Third street was ordered to a third reading. Also the bill providing six wards for the village of New Brighton. The existing provision concerning the Police Justice is not disturbed, but remains as at present. Also the bill to establish a Board of Health and Vital Statistics for the county of Richmond. Also the bill providing that property taken for Onondaga salt springs shall be paid for by appraisement. The bill provides for five commissioners, to serve without pay, appointed by the County Judge and Supervisors. The total expenditure of the Board is not to exceed $2,500.

The bill to regulate the

MANAGEMENT OF INSURANCE COMPANIES

and the disposal of their assets was taken up. It prohibits a director or trustee from acting as agent or broker of insurance companies; limits payments to agents or brokers at fifteen per cent of the premiums received, and allows a member of a mutual company, when it becomes a joint stock company, to petition the Supreme Court for a receiver to be appointed to take charge of and distribute to the persons entitled thereto all surplus assets.

Mr. CARROLL moved to strike out the first section.

Mr. BADEAU explained the purposes of the bill. It was to prevent directors and trustees from acting in a double capacity.

Mr. ALVORD could see no reason why they should not act as agents.

Mr. FORT had had his attention called to this bill, and, according to the representations made to him, it was one of the most objectionable bills ever introduced here.

THE INSURANCE RING.

Mr. TWOMBLY said the Committee on Insurance in reporting this bill had done so with a view of breaking up the ring, which, in some cases, ruled insurance companies for their own profit. It was necessary to manage these companies as economically as possible.

Mr. ALVORD was opposed to provisions such as were contained in this bill, and which simply hampered a company in carrying on business, and which were calculated to do more damage than good. If the directors did anything wrong the stockholders ought to put them out.

The motion to strike out the first section was carried.

Mr. CARROLL then moved to strike out the second section, limiting compensation to fifteen per cent on premiums.

Mr. ALVORD favored the motion, as he did not think the Legislature had anything to do with fixing the compensation of agents of these companies.

Mr. HUSTED explained the operation of this provision, which would be to the disadvantage of home companies.

Mr. SMITH thought that some Legislative action should be taken in this matter, and he believed the Legislature had full power to act upon it. These companies were not private affairs; they are public companies, deriving their existence from the Legislature, and should be controlled by Legislative enactments. He referred to the extravagance of the management of these companies in their

OFFICE EQUIPMENTS AND ADVERTISEMENTS.

Twenty per cent is paid to agents. Think of it, he said, one fifth of the money paid by the citizen for his insurance never goes to the company at all. With these facts before us are we to be told that there is no cause for Legislative interference. The late fire in Chicago showed the strength of these companies. When asked how much money they had received, their answer was only about sixteen per cent. Twenty per cent to agents, twenty per cent for advertising and twenty per cent for office expenses, leaving only forty per cent to pay losses. We all know just after the Chicago fire how many of these companies went down. Many of us have not forgotten the receipt of a little slip of paper announcing to us that such and such a company in which we were insured had failed, and inviting us to take out a policy in one of the companies a list of which they furnished, at an increased premium. He was not sure that was the bill which ought to be passed on this subject, but he certainly thought some action ought to be taken in the matter.

Mr. ALVORD insisted that the provisions of the bill would have a bad effect on home companies. He agreed with the gentleman from Albany (Mr. Smith) that some law should be passed on the subject, and moved that the committee report progress, so that the bill could be recommitted to be perfected, which was agreed to.

The bill requiring an equitable distribution of the surplus earnings of life insurance companies was ordered to a third reading.

The House then took a recess till half-past seven P. M.

Evening Session.

The bill to legalize the bonds issued by the city of Brooklyn for the relief of the sufferers by the Chicago fire, was ordered to a third reading; also a similar bill relating to Syracuse; also a bill providing that in case of the absence of the Judges of the City Court of Brooklyn parties to actions may petition to remove the same to the General Term of the Supreme Court; also a bill fixing the fees of justices of the peace and constables in civil and criminal cases and of jurors and witnesses in justices' courts; also a bill to include the Fourth and Fifth Judicial districts under the provisions of the act to employ stenographers in the courts of the Sixth, Seventh and Eighth districts.

MR. JUDD'S JURY BILL.

Also a bill providing that previously formed or expressed opinions shall not disqualify persons from serving as jurors.

The resolution to amend the constitution by fixing the salaries for legislators was taken up.

Mr. ALVORD moved to amend it by fixing the salary of legislators at $1,000, and ten cents for each mile travelled, except in cases of trial or impeachment. The resolution was then ordered to a third reading; also the bill to incorporate the Savings Bank of Utica; also a bill to incorporate the Brooklyn Plate Glass Insurance Company.

The House then adjourned.

PERTH AMBOY GONE MAD.

The Raritan Bridge Case Decided.

PERTH AMBOY, N. J., March 5, 1872.

The decision of Judge Nixon in the Raritan bridge case, dissolving the injunction, was received here with great gratification. A federal salute was fired and many of the citizens discharged rockets and other fireworks in token of their joy.

THE CENTENNIAL COMMISSION.

Meeting and Transaction of Routine Business—Some Interesting Particulars About Previous National and International Exhibitions—Election of Officers and a Permanent Organization to be Effected To-day.

PHILADELPHIA, March 5, 1872.

The Centennial Commission have been in session in the Common Council Chamber and the Continental to-day. The business transacted in the Council Chamber was of a routine character, and possesses no particular interest for readers of the HERALD.

The Historical Society and the Directors of the Mint have invited the Commissioners to visit their institutions and the invitations have been accepted. William P. Blake, of Connecticut, presented to the Commission the following interesting particulars of previous national and international expositions:—

1851.—Building of glass and iron, in Hyde Park, London, covering 1,000,000 square feet, or more than twenty acres. Half of the space was given to Great Britain. At the east and west ends a space of 30,712 square feet was enclosed and which is not included in the above. The total number of exhibitors was 13,937, of whom 7,381 belonged to Great Britain and her colonies, and 6,556 to foreign countries. The cost of the buildings and fittings was £170,000, about $850,000, or about 3s. 5d., or 85 cents, per square foot. The total cost of all, including buildings, was £292,795 ($1,463,915). The building remained the property of contractors; otherwise the cost would have been £100,000 greater. It was open from May 1 to October 11—a period of 141 days. The gross receipts were £506,100 ($2,530,500). The total number of visitors was 6,039,195.

1855.—Paris, Palais de l'Industrie; rectangular building, with large avenue and a panorama rotunda. The space occupied by all countries, including passageways and rooms, &c., was 152,052 square metres, or about 1,770,000 English superficial feet. The exhibitors numbered 24,954. The cost was 11,264,540 francs, or $2,252,900, but this sum does not include the cost of the main building. Taking this at $205,000 the buildings alone cost, say, £674,360 or $3,373,300, the cost per square foot being nearly 7s. 3d.—$1 75. The receipts reached the sum of 3,202,485 francs, or $640,500, the loss being 8,100,000 francs, the total cost being 21,000,000 francs, covered in part by the possession of the building. The number of visitors was 5,162,330.

1862.—South Kensington, Camden buildings, temporary. They covered 17 acres, exclusive of two annexes estimated at seven acres more, say 24 acres in all, nearly rectangular. Total area, 120,800 square feet; total area roofed in, 988,000 square feet; exhibitors, 28,653; cost, £460,000, or $2,300,000, or nearly 5s. $1 20 per square foot. Receipts, £450,631, or $2,203,155. Number of visitors, 6,250,000.

1867.—Paris Champs de Mars Building subsidiary to classification of glass, iron and wood. The building occupied 190,000 square yards, or thirty-nine acres. The circumference was nearly one mile. In shape it was rectangular, with rounded ends, but had the appearance of great ellipses. Its entire length was 1,125 yards and its width 515 yards. There were 50,226 exhibitors, and it was visited by over ten million persons. The receipts probably amounted to $2,000,000. It was estimated that it would cost from eighteen to twenty millions of francs. The city and State aided to the extent of 12,000,000f.

The permanent chairman and secretary have not yet been selected, but will be to-morrow. The permanent organization will be effected to-morrow morning. The Commission attended the ball of the Mysterious Pilgrims at the Academy of Music this evening.

OBITUARY.

Colonel Gustavus Loomis, United States Army.

The War Department was informed in Washington yesterday that Colonel Gustavus A. Loomis, on the retired list of the United States Army, died at Stratford, Conn., during the morning of the same day.

Colonel Loomis graduated at West Point Military Academy. He entered the institution as a cadet from the State of Vermont in June, 1808, and was commissioned second lieutenant of artillery on the 1st of March, 1811; first lieutenant of the First artillery May, 1813; assistant deputy quartermaster, with rank of captain, April, 1813; captain, April, 1819; captain in First infantry, May, 1821; brevet major, after years of fatiguing service, 7th of April, 1829; major in the Second infantry 7th of July, 1838; lieutenant colonel of the Sixth infantry 22d of September, 1840, and colonel of the Fifth infantry 9th of March, 1851. Since that period Colonel Loomis served his country faithfully and earnestly to the period of his retirement from active duty, as he did to the moment of his decease. Colonel Loomis' sense of obedience to civil law and State authority was made patent in 1863, when he addressed the following letter to the HERALD on the subject of habeas corpus in the case of a recruit said to have been enlisted into the service illegally:—

HEADQUARTERS, FORT COLUMBUS, N. Y. HARBOR, March 4, 1863.

TO THE EDITOR OF THE HERALD:—

I see by the paper of this day that it is charged upon me that a writ of habeas corpus was served upon me at the funeral of Colonel Tompkins, to which I paid no attention. I deny that any writ was served upon me at the time mentioned. I always obey a civil process, properly served upon me, for I hold that the military authority is subordinate to the civil. To set this matter right before the public I would here say that if a writ of habeas corpus had been served upon me, as it is claimed that it was, my return must have been "that the man was not under my control." I would ask, what possible inducement there could be for me to refuse the writ and thus come in conflict with the civil authority?

G. LOOMIS,
Colonel Fifth Infantry, Commanding.

Rev. John Brady, P. P.

The Rev. John Brady, pastor of St. Anthony's Roman Catholic church, Greenpoint, Long Island, died at the ecclesiastical residence in that place on Tuesday morning, 5th inst., to the inexpressible grief of the members of his congregation, of his fellow laborers in the fold and of an extensive circle of personal friends, embracing men of every religious persuasion. Father Brady was fifty-four years of age. He was ordained to the ministry in his twenty-sixth year, and had, consequently, labored during a period of twenty-eight years, attending on the faithful committed to his charge from the moment of baptism to the hour of death—from the cradle to the grave. Mr. Brady was born at Virginia, in the county of Cavan, Ireland. His early nurture was thus gained within the limits of the diocese of Kilmore, a district fruitful in the production of priests of grand missionary zeal, from the moment of its rule by St. Turzey, as is amply evidenced by the annals of the Church in Spain, France, Italy, Austria, South America and the United States, and particularly so in Australia today, from Sydney and Melbourne, to the very diocese of Pesth, and on the shores of New Zealand. Father Brady studied classics in Ireland previous to his emigration to America. He kept his theological course in Mount St. Marey, Emmettsburg, where he was for some time under the instruction of the present Bishop of Brooklyn. He was ordained priest in St. Sulpice, Montreal, Canada. He commenced his missionary labor at Providence, R. I., under the Right Rev. Bishop Tyler, being attached to the Cathedral there for about two years. Thence he went to New London, Conn., preaching some few years there and in the surrounding territory of the mission. In Middletown, Conn., where he next served, he, with the aid of the members of his congregation, built a church of brown stone, at that time the finest house for purposes of Roman Catholic worship in the State. Father Brady was a pulpit orator of excellent ability. He delighted to surround himself with books, and remained a student to the last. He acquired an excellent library, carefully selected and expensive. His natural good humor never deserted him, however, and he remained a vigorous sapling of the charred trunk of the home tree of religion in Kilmore to his latest moment—good natured, friendly and hospitable. If he met anything unpleasant in his missionary path, as it has been said that he did, it was easy of reconciliation and the bond of the unity of the faith zealously preserved. In the Brooklyn diocese Father Brady served at Astoria, L. I., and was eventually appointed pastor of the Church of St. Antoony, Greenpoint, where he still toiled for the building of new churches and from which his remains will be borne for interment next Friday forenoon.

Right Hon. the Earl of Lonsdale.

The Right Honorable William Lowther, Earl of Lonsdale, died yesterday in England. He was eighty-five years of age. Lord Lonsdale has held many important offices under the Crown, among which may be mentioned those of Postmaster General of Great Britain and President of the Council. The deceased peer was the elder son of William, first Lord Lonsdale, by his wife, Lady Augusta, eldest daughter of John, ninth Earl of Westmoreland. He was educated at Westminster and in Trinity College, Cambridge. He served in the House of Commons as member for Westmoreland from 1818-31 and 1832-44. He was a Lord of the Admiralty and Treasurer, Chief Commissioner of Woods and Forests, Treasurer of the Navy, Vice President of the Board of Trade, Postmaster General of England and President of the Council at different periods during his official public career. He was called to the House of Peers under the name and style of Lord Lowther in the year 1851, succeeding to a title which was created in 1787. The heir presumptive to the dignity is his nephew Henry, a gentleman already distinguished in the service of the Queen.

HORSE RACING IN THE SOUTH.

MOBILE, Ala., March 5, 1872.

The Magnolia Jockey Club have determined to run the Southern and Western Turf Congress Stake four mile heats on April 25th proximo. Kentucky, Missouri, Tennessee, Louisiana and Alabama will be represented. The purse and stakes amount to $3,000.

Other races will be run, commencing on the 23d proximo.

WASHINGTON.

Cameron Springing a Mine on the "Sorehead" Faction.

The French Arms Inquiry Committee Balloted For.

THE DEFICIENCY BILL.

How a Colored Congressman Knocked Cox Into a Cocked Hat.

RAINEY OF SOUTH CAROLINA'S SPEECH.

The Goat Island Job on the Horns of Opposition.

UNSOPHISTICATED OFFICE-SEEKERS.

The New York Central Taxable Scrip Question Settled.

WASHINGTON, March 5, 1872.

The French Arm Sales Committee—Cameron's Spring Gun.

The only special feature in the proceedings of the Senate to-day was the selection of the special committee to investigate the sale of the old guns of the Ordnance Department. A resolution for the selection of this committee was introduced last week, with Mr. Sumner as chairman. Mr. Sumner refused to serve, and the Trumbull-Tipton-Schurz faction made a demand for the placing of Schurz on the committee. This the administration Senators absolutely refused to do. They could trust Mr. Sumner and were willing to abide by the decision of so strong an anti-administration man as General Logan, but, rather than take Schurz or Tipton, they would prefer a committee composed entirely of democrats. The refusal of Mr. Sumner and Mr. Sherman to serve rendered it necessary that a careful selection be made to fill the vacancies, and to this end the resolution was laid on the table temporarily.

To-day Senator Cameron suddenly rose and moved that the Senate proceed in the legal way to select the committee. This meant that the committee should be chosen by ballot. The Trumbull-Tipton-Schurz crowd didn't seem to understand the motion, and showed signs of launching into another long debate, but the rules prevented such a calamity, and the balloting was proceeded with. The administration Senators had their ticket ready, consisting of Hamlin, Carpenter, Sawyer, Logan, Ames, Harlan and Stevenson. The other side were all at sea as to a ticket, but Trumbull called Casserly and had him tell his democratic colleagues to make sure of Schurz and Logan. The result was the selection of the administration ticket as given above. Logan polled the highest vote, and Stevenson, the democratic member, came next on the list. After the committee was announced, Stevenson asked to be excused and that Schurz be given his place, the democratic Senators being perfectly willing to trust the fortunes of their party with the Missouri Senator. The request was voted down and Mr. Schurz remains off the committee. The result is a bitter disappointment to Mr. Trumbull. He had a speech prepared at which he would make such charges as would browbeat and force the majority to give way to the demand for Schurz; but the sly old wirepuller Cameron was too sharp for him and spoiled his little game. Under the rules the committee will choose its own chairman. Senator Hamlin will undoubtedly be the man.

The Central Pacific Land Grant in San Francisco Harbor—A Stubborn Fight Expected—The Member from South Carolina's Sensation.

There was another land grant railroad job excitement in the House to-day over a bill reported from the Committee on Pacific Railroads, by Mr. Wheeler, of New York, giving to the Central Pacific Railroad one-half of Yerba Buena, or Goat Island, in the harbor of San Francisco. Enough discussion was had upon this measure to bring out the fact that it is strongly supported, and also that it will meet with strong opposition. There is a strong lobby behind it, managed mostly by Dick Franchott, and it is one of the biggest jobs of the session. The bill proposes to give away 120 acres of land for the benefit of this company, and yet the supporters of the measure declare there is no grant of land in it.

Mr. Coburn, of Indiana, offered an amendment that the land should be surveyed by topographical engineers of the government, reserving such portions as were decided by such survey to be necessary for military fortifications, and put the rest of the land into the market, giving an opportunity for fair play to all railroad companies wishing to purchase. By an arrangement between the friends and opponents of the bill it went over until to-morrow, when the discussion will be limited to three hours, and the previous question called at the expiration of that time. The job includes not only the possession of the island, to the probable detriment of the harbor, but it is an attempt of two great corporations, as was shown by Mr. Cox, to control the Pacific trade, to the detriment of the whole country.

Decidedly the greatest sensation of the season was created to-day by a speech of Mr. Rainey, the colored member from South Carolina. Mr. Duke, of Virginia, offered an amendment to the Deficiency bill, striking out the appropriation to carry out the provisions of the Ku Klux act, upon the merits of which the usual discussion arose. Mr. Cox, of New York, in remarks intended to be complimentary to the colored members, complained that their voices had not been heard for the deliverance of Cuba, nor had they assisted him in gaining amnesty. In the course of his remarks he criticised severely the course of the blacks in South Carolina. Mr. Rainey saw the opportunity for a few well chosen sentences, and was quick to avail himself of it. The member from South Carolina is a fine-looking, almost a handsome man. When he rose to speak quiet followed the confusion and noise consequent upon the effort of several members to get the floor, and for fifteen minutes or more Mr. Rainey, the representative of a race who ten years ago were not allowed within the walls of the Capitol, except in the capacity of servants, spoke in vindication of his race against the aspersions of the member from New York. His manner was dignified, his words were well chosen, and his points exceedingly well made. He reminded Mr. Cox of the way his party had voted on all the great questions which had been up from time to time for enfranchisement of the colored people, and asked, with emphasis, how the democracy would vote on the question of civil rights when it comes up for action in the House. "You will then," said he, "have an opportunity to show whether you are our friends or not." He was several times applauded by members on the floor and visitors in the galleries, and evidently won the sympathy and respect of both sides of the House by his manly, temperate and able effort. When Mr. Rainey closed he was warmly congratulated by many members, and he received these expressions of approval modestly, while his face wore a pleased expression.

The hour of half-past four having been provided for yesterday as the time for the recess until eleven o'clock on Wednesday, the time appointed for the reception by the House of the Japanese Embassy, the House took a recess till to-morrow.

The Wire and Wool Interests.

In the Committee of Ways and Means this morning Mr. Moen, of Worcester, Mass., in behalf of the great wire factory there, urged the maintenance of the present duties on wire, which is now sixty-two per cent ad valorem on wire rods, from which wire is made; on iron wire from forty-five to sixty-five per cent, and on Bessamer steel rods eighty per cent.

Hays spoke at length for the association of wool growers and manufacturers of wool, and asked for the maintenance of the present tariff, both on wool and woollens, and in reply to Mr. Harris, the great woollen manufacturer of Rhode Island, who promises free woollens with free wood, iron and coal.

The New York Central Taxable Scrip.

The Commissioner of Internal Revenue understands that the New York Central Railroad Company will acquiesce in his decision respecting the collection of the scrip dividend tax assessed against the road.

The Syndicate Birds of Passage.

The Syndicate agents of the Treasury Department, including Assistant Secretary Richardson, are expected here this week. The Treasury clerks who have not been permitted to visit Europe at the expense of the government daily pray that Secretary Boutwell will negotiate another loan for their especial benefit.

Movements of the President.

The President and family leave here Thursday morning, to be absent until Monday, visiting Philadelphia to attend the marriage of Miss Drexel to Edmund Biddle, Jr.

Office-seekers in the Competitive Trap.

Under the new system of competitive examination for clerkships in the Post Office Department the Chief Clerk has addressed communications to persons whose applications have been slumbering in the pigeon-holes of the appointment office for months, if not for years, stating that they have been designated to the clerkship desired, and will report immediately for examination. The language of the circular leads the recipient to believe that the long-coveted office is at length within his or her grasp, and he forthwith bids adieu to home and starts for Washington. Just now there are a number of disappointed seekers of the clerkships, who came here with visions of immediate, permanent employment. Judge of their astonishment when informed at the department that the designation is simply to appear for competitive examination. One pilgrim from Omaha arrived to-day, and another is expected to-morrow from Charleston.

Revenue Stamps and the Philadelphia Fire.

Mr. G. W. Shearman, Chief of the Stamp Division, Internal Revenue Bureau, left here this morning for Philadelphia to examine into the condition of Carpenter & Butler's business, who have the printing of the adhesive stamps, and were burned out by the fire in Jayne's building last night. The order of the Commissioner has been that every night the stam