THE STATE CAPITAL.

Senator O'Brien's Erie Bill To Be Favorably Reported.

Debate on the Charter of the Three Score and Ten—Thirty-two Thousand Germans Rise to Explain.

HANGING TO BE LEGALLY PLAYED OUT.

Dexter A. Hawkinses in the Assembly—Honest Tom Fields Disgusted and Disgraced.

NO MORE DRINKS ON SUNDAY.

The Beach Pneumatic Tunnel Scheme Adopted by the Joint Committee.

Failure of the Williamsburg Ferry Bill.

The New Drug Bill Discussed in Committee—Argument of Professor Doremus Against It—Veto by the Governor—Regents of the University To Be Shorn of Their Powers—Double Courts of General Sessions.

Our Police Justices and Clerks To Be Summarily Dealt With.

ALBANY, March 6, 1872.

There was a pretty full attendance of members in both houses of the Legislature this morning, and the lobbies were unusually crowded with people interested principally in the Erie question and the New York city charter. Nothing of special importance was done in either house, but a considerable amount of routine business was transacted. Among the new bills presented in the Senate were some of general interest and some affecting more particularly the people of New York city.

A bill introduced by Mr. Tiemann proposes to transfer the powers and duties of the Regents of the University to the Superintendent of Public Instruction. It provides that on the 1st of July, 1872, the Superintendent shall succeed to all the rights, powers and duties of the Regents, so far as they relate to the universities, colleges, academies, seminaries, common schools, normal schools and other schools of this State. All the school property in the hands of the Regents is to be transferred to the Superintendent, and the custody of the cabinet of natural history and of the agricultural museum to be given to the trustees of the State Capitol. The object of the bill is to secure a more energetic administration of educational affairs than we have had under the Regents. Of course, the bill provides that while the Superintendent shall practically take the place of the Regents, he shall not have power to confer degrees, grant charters nor legalize corporations of any kind.

REFORM IN OUR POLICE COURTS.

Mr. Benedict presented a bill providing for the removal of the present Police Justices of the city of New York and the appointment of others by the Justices of the Supreme Court. According to the sweeping sections of this act the terms of office of the present Police Justices and of all the clerks and officers appointed by them shall expire in twenty days after the date of its passage, and then the machinery of the criminal courts will be placed in the hands of ten Police Justices, to be meanwhile appointed by the Justices of the Supreme Court elected at the last election. The salaries of the new Police Justices is to be $7,000 per annum, and their term of office is intended to be ten years. However, the ten first to be appointed are to determine among themselves by lot which two of them shall hold office for each of the respective terms of six, seven, eight, nine and ten years; and when these terms respectively shall expire the Mayor is empowered to appoint two successors, who shall hold office for ten years. There are included in the bill some provisions touching a revival of the original powers of the Court of Special Sessions, excepting, however, that all appointments which the act empowered the Court to make shall be made by the Board of Police Justices instead of by the Court.

TWO COURTS OF GENERAL SESSIONS.

Another bill with reference to the Court of General Sessions, introduced by Mr. O'Brien, simply provides that the Recorder or City Judge may order a double session of that Court, to open on the first Monday of each month whenever in the judgment of either of them the accumulation of criminal business renders such double session necessary; and confirms the resolutions of the Board of Supervisors passed in December, 1867, increasing the salary of the City Judge and Recorder, the legality of which is questioned.

A bill presented by Mr. Robertson proposes to incorporate what is called

"THE AMERICAN IMPROVEMENT COMPANY,"

but the names of the incorporators have not yet been inserted. It is understood, however, that a number of well known New York merchants and capitalists intend to invest some of their surplus funds in the experiment. The capital stock of the company is to be at first $1,000,000, but it may be augmented to $10,000,000. When $500,000 shall have been actually subscribed and twenty per cent of that sum paid in cash the company may organize and proceed to business. The company is to be empowered, as detailed in the bill, to purchase and sell railroad stocks, bonds and other securities, and to make advances in money and credit to railroad, mining and other improvement and manufacturing companies; and to enter into contracts for constructing and operating railroads and all kinds of public works, and for furnishing motive power and rolling stock therefor; to aid contractors, miners and manufacturers by loans of capital and credit, and to receive and hold on deposit and in trust estate, real and personal, including the notes, bonds, obligations and accounts of States and of individuals, companies and corporations; to adjust and settle the same, and to dispose thereof in any market in the United States or elsewhere, on such terms as may be agreed upon between the company and the interested parties; and to endorse and guarantee the payment of the bonds and the performance of the obligations of individuals, companies and corporations. The company is to be managed by a board of nine directors, all of whom shall be stockholders. The principal office shall be located in New York city; but branch offices and agencies may be established in Europe or elsewhere, and the company may deal in foreign and domestic exchanges. Such are the main provisions of the measure as presented.

"HANGING PLAYED OUT."

Mr. Robertson introduced a bill for the abolition of capital punishment, substituting therefor imprisonment for life, the law to go into effect on the 4th of July, 1872.

With reference to the subject of drawing room cars on city railroads for the better accommodation of passengers Mr. Benedict presented a bill similar in its provisions to that concerning the Third Avenue Railroad, but covering all the city railroads in New York and Brooklyn. It restricts the extra charge for a seat in a drawing room car to five cents instead of ten cents, and provides that no person shall be allowed to ride in such cars without having a seat, except with the consent of the other passengers. A bill presented by Mr. O'Brien to incorporate the New York Construction Company names Nicholas H. Decker, Henry R. Hanson and James A. Bell as incorporators, the capital stock of the company to be $50,000, subject to an increase to $500,000. The bill authorizes the company to build, maintain or manage any public or private work and to supply all the necessary materials for the same. Mr. Winslow's bill, concerning the

SALE ON INTOXICATING LIQUORS,

provides, under penalties, for the suppression of such sale on Sundays and on days appointed for general or special elections or town meetings. Where the election is not general the restriction, of course, applies only to the city, county, village or town in which the special election or town meeting is held. Mr. Lewis presented a bill to amend the third section of the act abolishing the Contract Board and the system of repairing the canals of this State by contract, passed March 10, 1870, so as to include the provision that the Canal Board, whenever they shall deem it for the interest of the State to cancel any contract for repairs heretofore made, may do so by entering a resolution to that effect upon their minutes, the contractors to be thereby discharged from all obligations to perform the contract. Mr. Robertson's bill for the protection of taxpayers against fraud, embezzlement and wrongs of public officers and agents, which was passed at an early period of the present session and vetoed by the Governor and amended so as to cover the objections raised against it by the Governor, was among the Senate bills which were considered and ordered to a third reading.

BONDING TOWNS.

This is a fruitful subject for discussion in the Assembly, and was the cause of several short speeches to-day upon the announcement for third reading of the bill "Exempting the town of Rochester, in the county of Ulster, from bonding for railroad purposes." This means bonding for the New York Midland Railroad. Mr. Loughran moved to recommit the bill and made some remarks, and it was opposed at some length by Mr. Alvord. Mr. Fort, of Oswego, one of the champions of the Midland, advocated the motion. Mr. Fort alleged that votes were openly bought for $10 and $15 on the bonding question. "Honest Tom Fields" was astonished at this statement. With all the corruption charged upon the city of New York no such baseness was ever heard of there. He stated that this gentleman from Oswego was estopped from opposition to this bill. He lately voted for minority representation in New York city, and this bill only recognized majority representation. No matter if a majority of the electors did vote for bonding the town the minority must be protected. The motion to refer back was lost, and the bill passed.

THE SEVENTY'S CHARTER DISCUSSED.

The Committees on Cities of the Senate and Assembly held a joint meeting in the Senate Chamber this evening for the purpose of hearing arguments upon the New York city charter. There was a large attendance of persons in favor of and opposed to the Committee of Seventy's measure. Among those representing the Committee of Seventy were John Wheeler, Simon Sterne, ex-Governor Salomon, Joseph Blumethati H. M. Beers, Thomas McClellan and C. H. Watrous. Mr. Leo C. Dessar, Mr. Glaubenskite and Dr. Gerke represented the German Reform Association, and Stephen H. Olin the Citizens' Association. Alderman Falconer and Assistant Aldermen Connor and Schwartz, Deputy Comptroller Strahan and many others were in attendance on behalf of various other interests.

Mr. Glaubenskiee, in behalf of the German Reform Association, offered a few remarks of a general nature in support of the new charter. He gave way to Mr. Leo C. Dessar, who read the address or memorial of the German Association, signed by Oswald Ottendorfer, the president. Mr. Glaubenskiee resumed, and presented his views as to expenses for improvements and incurring debts.

HARD UPON POSTERITY.

Posterity, he said, should reap the benefits of the one and incur the obligations of the other. Then Mr. Dessar again took the floor, and said that he appeared before the committee in behalf of no party, but as a representative of the German Reform Association. He claimed that 32,000 Germans had voted for the members of the committee whom he addressed, and were therefore entitled to some consideration at their hands. He proceeded to read a carefully prepared written speech. He claimed that one of the serious faults of the old system was the appointment of incompetent and corrupt men to official positions. He was in favor of a longer lien of office, of appointing or electing competent, honest men, who should hold office for a term of years, or during good behavior in some cases. He briefly discussed the financial provisions of the charter and was

OPPOSED TO ISSUING BONDS

having long time of payment. Dr Gerke, who was the next speaker, said the principle of minority representation was approved by the committee. He deemed it a great reform. It was one of the best means of preventing repeating and cheating at the ballot box. He approved of cumulative voting, of permitting an elector to vote one or more times, not more than nine for the same party. This system, he said, like most other reforms, should be tried thoroughly.

Mr. OLIN was the next speaker. He said he represented

THE CITIZENS' ASSOCIATION,

and that he appeared before the committee with great reluctance in opposition to the charter of the Committee of Seventy. It was true that a large meeting in New York had endorsed the charter, but it was a very easy thing to get a large meeting in New York. His association at their last meeting had proposed some seventeen important amendments, some of which he stated. He thought the Committee of Seventy, in their anxiety to obtain minority representation, had lost sight of some of the important safeguards requisite for a municipal government. He thought the organization of the Legislative Department was faulty. The majority would hereafter elect the same class of men that they had in the past. He opposed the system of only one board of legislation. Here at Albany two branches are very properly retained. A new class of officers every year was also objectionable. He said that the proposed charter divided the city government into five departments, but with general responsible heads, to hold office only one year. The time was too short to be of real value or service to the public. The services of experienced men would be lost. Another objectionable feature was the power of removal from office by the Mayor. Since this charter was first published it had been changed, particularly as to the tenor of the Fire Department and Police Department. It had been lengthened and the departments united. This was

A HAZARDOUS EXPERIMENT.

The old Police Department had been a model for the other cities of the country. He alluded to the present Board of Health as highly serviceable. Under the proposed charter it would sink into a bureau. He deprecated the consolidation of the Department of Docks and Public Works. Those who established the Department of Docks would protest against its being broken down. Any attempt to consolidate the Dock with other departments would work great injury. He desired that the new charter should give the city of New York a chance to try the principle of civil service reform. As it is all power is given to the Board of Aldermen, a most dangerous project, which had been tried and failed. Various departments and powers have been taken from the Common Council, advantageously, as he believed. The robberies in New York had been committed in and by means of the Common Council.

After Mr. Olin concluded the committee adjourned until to-morrow afternoon.

THE EVENING SESSION OF THE ASSEMBLY

was, like the morning session, devoted mainly to the third reading of bills. The House adjourned at an early hour, in order to attend an entertainment given to the members of the Legislature at the Albany Club this evening. The Committee on Railroads of the Assembly, which yesterday decided to report in favor of the *pro rata* Railroad Freight bill, reconsidered their determination this morning and concluded to give the subject further consideration.

FAILURE OF W. BENNETT'S FERRY BILL.

Before the adjournment of the Assembly the bill which was introduced by Mr. Morton, of Kings, reducing the rates of ferriage on George Law's ferries, running between New York and Williamsburg, failed on its final passage by a vote of thirty-six in its favor to fifty-eight against it. The whole delegation from Kings county voted for the passage of the bill, while Messrs. Blair, Cook, Fields, Foley, Haughton, McKay, Moulton, Paige, Twombly, and Whitbeck, of New York, voted against it. Messrs. Pell, Geib and Hawkins, of New York, voted with the Kings county members for its passage, the other New York representatives being absent. Several well-known lobbyists have been working hard to beat the bill, and it is said that the ferry company had placed at their disposal the sum of TWENTY-FIVE THOUSAND DOLLARS TO DEFEAT THE MEASURE.

The following is the vote:—

AYES—Messrs. Aitken, Alberger, Alvord, Badeau, Baltz, Bennett, Berri, E. E. Brown, Enos, Fort, Geib, Hawkins, Holdridge, Husted, Hyatt, Jacobs, Judd, Kennedy, Kilian, Knetles, Lewis, Lippitt, Lott, Marcy, Morton, Moseley, Pell, Preston, Roche, Smiley, Speaker, Springstead, Swain, A. L. Van Dusen, White and Yeomans—36.

NAYS—Messrs. Abbott, D. L. Babcock, Blair, J. D. Brown, Buckley, Buel, Burritt, Carroll, Chamberlain, Chambers, Cook, Couchman, Crandall, Davidson, Dunphy, Eastman, Foley, Haight, Haughton, Herrick, Hill, Hollister, Houghton, Hungerford, Kingsland, Knapp, Lincoln, G. P. Lord, Loughran, Lynde, Mackay, Moore, Moulton, Murdock, Paige, Pierce, Ray, Rice, Rose, Sage, Shepardson, Simson, Smith, Sniper, Snyder, Squires, D. Tompkins, M. M. Tompkins, Tucker, Twombly, W. J. Van Dusen, Wells, West, Whitbeck, Wiley, Woodward, Woolsey and Wyman—58.

A RAPID TRANSIT SCHEME ADOPTED.

A large delegation of the Committee of Ninety on Rapid Transit, from New York, appeared before the Joint Committee on Railroads and presented their views in relation to the most feasible plan. Edgar F. Brown stated that the committee had devoted considerable time to the investigation, and a large majority of the members had arrived at the conclusion that the Central Underground road was the most judicious and desirable plan, and urged upon the committee the importance of the passage of the proposed amendment to that company's charter, changing its route so as to allow the building of the road under Broadway; that nearly four million dollars had been subscribed to build the road by perfectly responsible citizens of New York, one-half the amount being pledged by large real estate owners on Broadway, and that he had been assured that the balance would be forthcoming immediately upon the passage of the bill amending the charter; that nine-tenths of the property owners in that street were in favor of this road; that he had no confidence in the passage of any charter creating a commission and calling upon the city for any part of the expense of construction; that there was no project before the Legislature of so much importance to the citizens of New York as speedy communication between the Battery and Harlem River, and that, in his judgment, the object would be certainly attained by the passage of the proposed amendment to the charter of the Central Underground Railroad Company. Messrs. Daly and Fales spoke to the same effect, and Mr. Townsend advocated the bill appointing commissioners, which he had previously advocated before the committee. This was the final hearing upon this matter. At its conclusion the Commission went into executive session, and agreed, by a vote of 7 to 5,

TO REPORT THE BEACH PNEUMATIC TUNNEL BILL.

This decision of the joint committee has created a great deal of excitement among the wire-pullers who have been working so hard during the session for the success of the rival schemes. The general impression among the knowing ones, until recently, was that the committee would make no report at all, but simply ask the two houses to relieve them from the consideration of the subject. This certainly would have been a very nice way of getting out of the difficulty, but, after several of the members had "sounded" their fellow members who were not members of the committee, it was ascertained that a report of some kind or another was essential. How, therefore, to get out of the difficulty was the great question. This evening the committee proved themselves fully equal to the occasion. Mr. Madden, the chairman, put the question to the particular advocate of each scheme as to whether or not he desired to press his bill. Every one but the representative of the Beach scheme replied that his backers had no desire to "press," as they had made a coalition with all the advocates of the plans opposed to that of the Beach scheme managers. This once considered as a *fait accompli*, the only course left to the committee was to decide between the Beach plan and that of the coalitionists, and they finally

DECIDED IN FAVOR OF THE BEACH PNEUMATIC

people. It will be remembered that two years ago the latter were given the privilege of running a pneumatic tube under any streets they saw fit in New York. They made a test of their "idea" by undermining Broadway, from Warren to Barclay street, and then had to stop. Last year they endeavored to get a bill through authorizing them to run a passenger railroad underground. The bill passed both houses, but was vetoed by the Governor, he preferring the viaduct plan. It now remains to be seen if the underground plan, after all, is to solve the great rapid transit problem. Whether the decision of the joint committee will find favor with both houses and the Governor is a question which will cause no small amount of lobbying for some time to come.

THE DRUG BILL

was discussed before the Committee on Public Health of the Assembly this afternoon. Professor Doremus and Dr. O'Leary were present in behalf of the existing Board of Examiners, and a few unlicensed druggists from New York appeared in advocacy of the proposed bill. Dr. Doremus entered into many interesting details concerning the operation of the law during the past nine months, and described the method of conducting the examinations, especially with the view of demonstrating the insufficiency of previous laws, and the total inadequacy of the proposed measure and the necessity of continuing the present Commission. The Doctor argued that the proposed bill is radically defective, for the reason that it contemplates placing the administration of the law in the hands of the very persons to whom the law should apply, and that in case of a conflict of interest arising between the citizens of New York and the druggists the former would have no guarantee that their case would be justly and impartially considered. If in reality the execution of the law was to be intrusted to the College of Pharmacy there might not be so cogent an objection to its passage; but when it was considered that the College of Pharmacy, as figuring in the bill, is a very different matter from the College of Pharmacy proper,

THE FALLACY AND FRAUD OF THE SCHEME,

he said, became really apparent. The College of Pharmacy, he argued, is a useful and venerable institution, consisting of the professors, who are well known in New York, and the students now in attendance; but these were not factors in the proposed bill. One of the professors—Dr. Squibb, of Brooklyn—had stated before the State Medical Society that the proposed law was open to serious criticism, and the other professors took no part in the furtherance of the bill. These gentlemen, therefore, who represented the College of Pharmacy as an educational institution, were not in any manner advocates of the proposed law; but the matter was to be placed in totally different hands. Dr. Doremus went on to say there exists in the city of New York an association of druggists entitling themselves

"MEMBERS OF THE COLLEGE OF PHARMACY,"

the facile conditions of admission to which society are that the applicant has had four years' experience in the drug business, bears a good moral character and pays $5 per annum. This is the College of Pharmacy as it figures in the bill. But this is a glaring misnomer. The true intent and meaning of the College of Pharmacy is here entirely ignored, and the term is made synonymous and commensurate with the whole body of druggists in the city of New York. To these, therefore, the management of the law is to be entrusted. These men will elect their own examiners, and what pledge have the people that their rights are to be considered?

Dr. O'Leary stated that the present law fulfilled all the essential and common sense conditions of a Pharmacy law by the provision which requires that none but those who have given abundant proof of their competency to continue their avocations will be allowed to practice pharmacy, and especially that no one will be permitted to put up a prescription without an attestation of such competency from the Board of Examiners. The effect of a change, apart from its being uncalled for and unnecessary, would be to shake public confidence in the practical utility of pharmacy legislation and undo the good which had been done. The amount of labor performed by the Board was enormous, as the voluminous records presented by the Secretary of the Board fully demonstrate.

The gentlemen representing the new bill entered a vehement protest against the Board, as there are four practicing physicians on the committee; but the remonstrance against a change of the law, being signed by such men as Van Buren, James R. Wood, the two Flints, Thomas Addis Emmet, Lewis A. Sayre Hammond, ex-United States Surgeon General Stephen Smith, T. G. Thomas, Bumstead, Willard Parker and others, prominent physicians, the argument of Professor Doremus is likely to have weight with the committee.

THE FIGHT FOR ERIE.

Disappointment at the Failure of the Committees to Report—Senator Wood on the Side of the Stockholders—Senator O'Brien's Bill, with Amendments, to be Favorably Reported.

ALBANY, March 6, 1872.

Much disappointment was experienced here to-day because neither the Railroad Committee of the Assembly nor the Judiciary Committee of the Senate presented reports to their respective bodies on the all-absorbing subject of the Erie Railroad. It was universally believed last night that both committees would report this morning, because further delay would be considered not only dangerous but fatal to the reputation of those members of both committees who sustain the cause of the present management of the railroad. Mr. James Wood, Chairman of the Judiciary Committee of the Senate, has at last succumbed to the pressure of public opinion and has concluded to support the Repeal bill prepared by Mr. Southmayde and presented by Mr. O'Brien in the Senate. This determination was made known to-day and consequently Mr. O'Brien refrained from introducing the resolution which he made up his mind to introduce, to take the subject out of the hands of the Committee altogether.

The Judiciary Committee held an executive session this afternoon (Mr. Allen, who is ill, being the only member absent) to come to a final decision concerning the report which they would recommend to-morrow for adoption.

SENATOR O'BRIEN'S BILL TO BE REPORTED FAVORABLY.

After considerable conversation they decided, unanimously, to report substantially in favor of Mr. O'Brien's bill, with some amendments, which, however, will not change its character materially. The repeal of the classification act will be made to apply, not to the Erie railroad only, but to all the companies, and The report will recommend the retention of the provision which prevents a director in the company from being a director in another. All the other material portions of the bill will be reported favorably, except the section which provides for depositing the books of the Erie Company in the hands of a trust company. Another amendment made by the committee provides that the Chief Justice of the Court of Appeals, without the Assistance of the Attorney General, shall appoint the Inspectors of the election for directors which shall take place in July, as provided in the bill.

THE OPPONENTS OF ERIE

are in great glee this evening at the intelligence that the Judiciary Committee had unanimously agreed to report to-morrow in favor of the main features of Senator O'Brien's bill. The Railroad Committee of the Assembly was to have had an executive meeting this evening, but the House being in session the meeting was postponed until an early hour to-morrow morning. It is understood that no change in the position hitherto assumed by the friends of the Erie Ring on that committee has been actually effected, but it is believed that when the final vote comes to be taken at the secret meeting fixed for to-morrow morning the majority of its members will be found to favor the Southmayde bill, which, with some amendments, is to be reported to the Senate. The friends of repeal assert that the delay of the Assembly committee in reporting argues favorably fo. the interests of the stockholders, because it is hoped that by to-morrow some members whose position has been shaken by the storm of public indignation may be induced to come over to the side of those who have all along been in the minority on the repeal question. Though every one was disappointed that the subject was not reported on to-day, it may be considered no longer doubtful that it will be out of the hands of both committees before both houses to-morrow morning.

The Repeal of the Erie Classification Act.

[From the Albany Journal (republican official organ) March 5.]

The Erie Classification law must be repealed. But the Legislature should go further. It should not merely repeal the Classification act, but it should make the most thorough and effective provision for the full and free expression of the stockholders. The repeal of the obnoxious law will insure a new election. But that is not enough. To the full measure of justice it is necessary that the election should fairly reflect the will of the rightful owners of the rightful stock. It is of little use to go through the forms if the Ring, which first perpetrated its fraudulent control by extending its term, shall now perpetuate it by lawlessly seizing or still more lawlessly manufacturing a majority of the stock. What ought to be provided is a fair, honest election by the true owners of the property. If the Ring actually own the greater part, well and good—let them have the control. But if they have defrauded the real claimants, if they have used their fraudulent power to perpetrate other frauds, if they are still only able to maintain control by fresh outrages, let them be compelled to surrender.

NEW YORK LEGISLATURE.

Senate.

ALBANY, March 6, 1872.

BILLS INTRODUCED.

By Mr. BENEDICT—Relative to criminal courts and police justices in the city of New York. It provides that the Justice of the Superior Court shall appoint, in ten days after the passage of this act, police justices for the city, and shall then designate by lot the two to act first. It also makes provision for the organization of police courts and regulation of the same.

By Mr. WINSLOW—To amend the act for the suppression of intemperance by prohibiting

THE SALE OF INTOXICATING LIQUORS

on Sundays and days of election.

By Mr. O'BRIEN—To authorize double sessions of the Court of General Sessions of the Peace in and for the city and county of New York, and confirming the resolution of the Board of Supervisors of said county in relation to judges thereof.

By Mr. LEWIS—To amend the act to abolish the Contracting Board and the system of repairing canals by contract. It authorizes the Canal Board in its discretion to annul contracts.

By Mr. MURPHY—To amend the act establishing a bulkhead and piers in the port of New York, so far as the same relates to said lines in front of New Utrecht.

By Mr. MURPHY—To lay out, open, construct and keep in repair Flatbush avenue, Kings county; also to lay, &c., Sixtieth street, Brooklyn. It relates to giving public notice of assessments.

By Mr. O'BRIEN—To incorporate the New York Construction Company of the city of New York. It incorporates Nicholas H. Decker, Henry B. Hanson and James A. Bell as an association for the purpose of contracting for the erection of buildings.

THE TWENTY-THIRD STREET RAILROAD.

By Mr. BENEDICT—To authorize the Comptroller of the city of New York to carry into effect certain powers and duties heretofore conferred upon the Commissioners of the Sinking Fund of the city of New York. It gives power to the Comptroller to grant franchises, &c., to build a railroad through Twenty-third street, New York, to Sidney A. Yeomans or his assignees, on his paying into the treasury the sum of $150,000, that being the amount of his bid tendered to the Commissioners of the Sinking Fund in June, 1869.

By Mr. ROBERTSON—To abolish capital punishment and substitute imprisonment in the State Prison for life.

By Mr. LEWIS—To authorize the Surrogate of Erie county to appoint an auditor to examine the accounts of the executors.

By Mr. ROBERTSON—To incorporate the American Loan and Improvement Company, with a capital stock of $1,000,000, for the purpose of selling railroad securities and contracting to build railroads.

By Mr. BENEDICT—To allow drawing room or palace cars to be used on city railroads in New York and Brooklyn.

The bill for the protection of taxpayers against fraud by public officers was ordered to a third reading.

The bill to protect purchasers of real estate at surrogates' sales was passed.

BILLS ORDERED TO A THIRD READING.

To confirm the title of the Evangelical Lutheran Church in New York to property; relating to Courts of Record in New York; to incorporate the Young Men's Christian Association of Schenectady; to exempt real estate of the Home for Incurables, in Westchester county, from taxation; to amend the charter of the New England Society of New York.

Mr. TIEMANN introduced a bill abolishing the Board of Regents of the University, and transferring the duties to the Superintendent of Public Instruction.

Adjourned.

Assembly.

ALBANY, March 6, 1872.

A VETO MESSAGE FROM THE GOVERNOR.

The Governor, through his private secretary, returned the bill to abolish the Board of Auditors of the town of Lenox, without his approval. His objection is that it is unnecessary and unwise to make this special legislation for a single town. The Governor proceeds at much length to sustain his objection. The message was laid temporarily upon the table.

BILLS PASSED,

Extending the time for the commencement of the construction of the Cattaraugus Railroad to the 10th of March, 1874.

Amending the act relating to the employés of the Legislature and their salaries. It reduces the number of pages and allows each committee a messenger.

Providing for improving and laying out of Madison avenue, in New York; amending the act establishing regulations for the port of New York by prohibiting the throwing of offal, &c., in the rivers below Spuyten Duyvil Creek; authorizing the descent of real estate to females notwithstanding their marriage to aliens; to abolish the office of Supervisor at Large for Kings county.

Mr. JACOBS moved to recommit the bill, and proceeded to say that this was an office which had been asked for by both political parties, and no one had asked for its being abolished. It was

A VERY NECESSARY AND USEFUL OFFICE.

Mr. BERRI said it would be news to the people of Brooklyn to learn that there had been no call for the abolition of this office. He claimed that if the bill requiring a three-fourths vote for appropriations is passed there will be a sufficient check and guard against corruption and fraud.

Mr. ROCHE opposed the bill, taking the ground that it afforded an opportunity for corrupt combination for the purpose of abstracting money from the County Treasury.

The motion to recommit was lost and the bill passed.

Repealing the act providing for the transfer of the office of Register of Taxes to the Collector of Taxes and Assessments; to repeal the act providing for the election of Auditor in Kings county. (On motion of Mr. Bennett the bill to regulate the running of ferries between New York and Brooklyn was laid aside, owing to the absence of several of its friends.) Providing for rebuilding and repairing bulkheads and piers in East River, at Brooklyn.

QUITE AS BAD AS HAWKINS.

Exempting the town of Rochester, Ulster county, from the provisions of the Town Railroad Bonding act.

Mr. FORT moved to recommit this bill, which motion gave rise to a debate, in which it transpired that the sum of $10 per head was being paid to obtain consent to bonding the town, whereupon

TOM FIELDS DISGUSTED.

Mr. FIELDS rose and in a strong speech declared his surprise and humiliation at the information that men of the rural districts were selling their votes for $10 each. He declared that, corrupt as New York was charged to be, nothing of the sort was ever known there so publicly as this. He proceeded at some length in this strain, when the motion to recommit was lost and the bill passed.

On the motion of Mr. ALBERGER the Sergeant-at-Arms was directed to bring Messrs. Graham and Brown before the bar of the House for refusing to appear before the Committee of Commerce and Navigation to testify in the Quarantine investigation.

The House then took a recess until half-past seven o'clock P. M.

Evening Session.

Bills were passed authorizing the Syracuse and Northern Railroad Company to extend their road to Jefferson county.

Authorizing the Buffalo and Springville Railroad Company to change the terminus of their road.

Authorizing Columbia College, New York, to take and hold lands for a college site.

Mr. MACKAY had consent to introduce a bill authorizing a double session of the Court of General Sessions in New York. The same bill was introduced in the Senate to-day.

A bill to regulate the ferries between New York and Brooklyn was put on its final passage and was lost. On the motion of Mr. Bennett a motion to reconsider was laid on the table and the House adjourned.

COMMISSIONER VAN NORT AND THE TIMES.

The following has been communicated by Commissioner Van Nort:—

TO THE EDITOR OF THE NEW YORK TIMES:—

I have heretofore refrained from noticing the persistent misrepresentations of myself, since my appointment as Commissioner of Public Works, that have from time to time appeared in your journal. I now, for the purpose of denying a distinct charge made in your issue of to-day to the effect that I had to pledge myself in favor of a claim for water meters amounting to $272,000 to secure my appointment as Commissioner of Public Works, beg leave to say that said claim was not certified by me, nor did I present it to the Board of Audit, nor did I transmit it to the Department of Finance, nor have I favored its payment, nor did I make any promise, pledge or agreement regarding said claim, or as to any other matter, either before or after my appointment; nor did I know of the existence of such a claim until after I took charge of the department. Another bill for water meters, delivered before I entered upon the duties of the office, amounting to $210,000, and which I declined to certify, is now, and will remain on file in the department office without approval so far as any action of mine is concerned. I accepted office, at the solicitation of personal and political friends, in the interest of good government, and without pledges or bargains of any kind, and it was then, as it is now, my intention to conduct the office in such a manner as to secure retrenchment and reform. And I am in favor of such legislation as will best attain these objects. The other allegations in said article are entirely without foundation.

The gentlemen who became my bondsmen, Messrs. Richard M. Blatchford and William R. Martin, did so at my personal solicitation and without the intervention of any person, and they have, as I believe, the fullest confidence in my integrity.

GEORGE M. VAN NORT.

ALBANY, N. Y., March 5, 1872.

OBITUARY.

General Benjamin C. Howard.

General Benjamin C. Howard died in Baltimore yesterday morning at half-past one o'clock. He was a gentleman of refinement and gallantry; one of the most esteemed and influential citizens of the State of Maryland. He commanded the Mechanical Volunteers at the battle of North Point, in the year 1814. He was a member of Congress during several sessions and chairman of the Committee on Foreign Relations. The General was author of a "Report on the Northeastern Boundary Question" and for many years reporter of the Supreme Court of the United States.

Commander Dana, United States Navy.

In the United States General Hospital, on Tuesday, March 5, died a brave and meritorious officer of the American Navy, Commander W. H. Dana. He belonged in Ohio, entered the navy in May, 1850, and was appointed commander April 27, 1869.

FIRE IN CINCINNATI.

CINCINNATI, March 7—1 A. M.

Shortly after midnight a fire broke out among the steamers at the wharf, totally destroying the following, with their cargoes:—Champion, Agasy, St. Charles, Kate Robinson, Major Anderson and Abeona; also seriously damaging the immense New Orleans wharfboat, which may yet be destroyed. It is impossible at this hour to ascertain the loss, which will be heavy. The fire is still raging, but is not likely to extend beyond the boats mentioned above, as the other threatened boats have been removed by tugs.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	6 25	Moon rises..morn	5 40
Sun sets	5 59	High water...eve	7 14

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

Steamer.	*Sails.*	*Destination.*	*Office.*
Oceanic	Mar 9	Liverpool	19 Broadway.
Washington	Mar 9	Havre	58 Broadway.
Britannia	Mar 9	Glasgow	1 Bowling Green
City of Antwerp	Mar 9	Liverpool	15 Broadway.
Bremen	Mar 9	Bremen	2 Bowling Green
Nevada	Mar 13	Liverpool	29 Broadway.
City of Bristol	Mar 14	Liverpool	15 Broadway.
City of New York	Mar 16	Liverpool	15 Broadway.
Hermann	Mar 16	Bremen	2 Bowling Green
Australia	Mar 16	Glasgow	7 Bowling Green
Wyoming	Mar 20	Liverpool	29 Broadway.
City of Limerick	Mar 21	Liverpool	15 Broadway.
C of Washington	Mar 23	Liverpool	15 Broadway.
Europa	Mar 23	Glasgow	7 Bowling Green
Ville de Paris	Mar 23	Havre	55 Broadway.
Minnesota	Mar 27	Liverpool	29 Broadway.
Atlantic	Mar 30	Liverpool	19 Broadway.
Idaho	Apl 3	Liverpool	29 Broadway.
Baltic	Apl 6	Liverpool	19 Broadway.
Ferdre	Apl 6	Havre	58 Broadway.

PORT OF NEW YORK, MARCH 6, 1872.

CLEARED.

Steamship Calabria (Br), McMickan, Liverpool via Queenstown—C G Francklyn.

Steamship Wisconsin (Br), Freeman, Liverpool—Williams & Guion.

Steamship Equator, McClellan, New Orleans—C H Mallory & Co.

Steamship Zodiac, Chapin, Newbern—Murray, Ferris & Co.

Steamship Albemarle, Walker, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Volunteer, Howe, Philadelphia—Lorillard Steamship Co.

Steamship Norwich, Hines, Salem—Murray, Ferris & Co.

Bark Bravo (Nor), Christophersen, Cork for orders—Funch, Edye & Co.

Bark Andaman, Frazier, Aspinwall—Jas W Elwell & Co.

Bark Augustine Kobbe, Carver, Matanzas—J E Ward & Co.

Brig Joseph Clark, Stahl, Havana—Jas E Ward & Co.

Brig Rio (Br), Corbett, Cardenas—H J DeWolf.

Schr L M Warren, Pickering, Point a Petre—B J Wenberg.

Schr Vicksburg, Higgins, Jacmel—H W Loud & Co.

Schr R W Godfrey, Garwood, Havana—S C Loud & Co.

Schr Mary E Woodhull, Davis, Conwayboro, SC—F A Higgins.

Schr D W Sanders, Smith, Newbern, NC—Jonas Smith & Co.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Herman Livingston, Cheesman, Savannah, with mdse and passengers, to Livingston, Fox & Co.

Steamship Fanita, Doane, Wilmington, NC, 65 hours, with mdse, to the Lorillard Steamship Co. 5th inst. 25 miles N of Cape Hatteras, passed a schooner ashore, but was not near enough to make her out.

Steamship Albemarle, Walker, Richmond, City Point and Norfolk, with mdse and passengers to the Old Dominion Steamship Co. On the 5th inst rescued the captain, passengers and crew of schr Harry Conrad, of New Haven, Conn, which had been run into and sunk the night previous. (See Disasters.)

Steamship Achilles, Colburn, Philadelphia for Boston. Is anchored off Bedloe's Island, and will proceed as soon as the ice permits.

Bark Rebecca Goddard, Mason, Boston, 3 days, with figs to Russell, Howes & Co.

Schr Abzena (of Harrington), Boynton, Caibarien, 17 days, with sugar and melado to Calvo, Fernandez & Co; vessel to Brett, Son & Co. Has been 10 days north of Hatteras with heavy NE and NW gales. (The A arrived 4th.)

Schr Ocean Pearl, Blanchard, St Andrews 25 days, with cocoanuts to B J Wenberg. Had fine weather up to lat 30 N; from thence strong NE and NW gales; was 9 days north of Hatteras. (The O P arrived 4th.)

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Glaucus, Walden, Boston for New York, with mdse, to H F Dimock.

Steamer Electra, Mott, Providence for New York, with mdse and passengers.

BOUND EAST.

Steamship Norwich, Hines, New York for Salem.

Schr Clara Davidson, Davidson, Philadelphia for Warren.

Steamer Doris, Young, New York for Providence.

WHITESTONE, L.I. March 6—10 PM.

This section of the river is again frozen over. The weather, though not quite so low in temperature as yesterday, is still very cold, with heavy WNW gale.

SAILED.

Steamships Calabria, and Wisconsin, Liverpool; Equator, New Orleans; Zodiac, Newbern, NC.

Marine Disasters.

STEAMSHIP CITY OF WASHINGTON, Lochead, from New York 17th ult for Queenstown and Liverpool, was spoken by the steamship Atlantic on Sunday last in lat 50 30, lon 23, with main shaft broken, but did not require any assistance. She was making for Queenstown under all sail, and will probably reach there to day. All on board were well.

SCHR HARRY CONRAD—The Old Dominion Steamship Company's steamship Albemarle, Capt Walker, arrived yesterday from Richmond, reports Tuesday, March 5, Cape May bearing N by W 8 miles, at 12:30 PM, made out a three-masted schooner sunk; at 12:45 PM run down for her and sa