THE STATE CAPITAL.

City Railroad Schemes on the Increase.

The Brooklyn Charter Amendments.

NEW CITY PRISON JOB.

Genet's Successor—The Abbott-Madden Case—The Children's Aid Society.

ALBANY, Jan. 29, 1874.

The announcement of the canal appointments to-day created a great flutter of excitement among all the politicians in town, and even some of the most sedate of the grave Senators—who are not expected to act as wild in debate or aught else that may at times concern the fate of their political backers, small fry as well as the big bugs, among the Assemblymen—were as excited over the result as the wire-pullers from the backwoods themselves. The democrats, having the control, with Raines, the Treasurer, as the odd vote that lead to the final victory, are of course jubilant, at least those of them who have succeeded, after the general pull and haul that has lasted for so many days, in securing their friends the snuggeries they have been hankering for ever since the day after election.

MORE CHARTER TINKERING.

The amendments proposed by the Committee of Fifty to the present charter of Brooklyn, and which are embodied in a bill which Senator Coe is to introduce to-morrow in the Senate, are that, while the wards shall remain as at present, the Aldermen to be elected at the fall election of 1874, shall be each for two years, except those whose terms expire next January, in place of whom shall be elected Aldermen for one year. Additional powers are given to the Common Council; for instance, when charges are made against any department or officer, they are to investigate them to examine their books and papers and to compel witnesses to testify under oath. One of the four papers in the county having the largest circulation consenting to do the advertising at the lowest price is to be given the "jobs." There is a provision in the present charter which prohibits the amount to be raised by tax yearly from exceeding two and three tenths per cent. This is stricken out by one of the new amendments. All the officers' salaries, except that of the Mayor, are to be fixed by the Common Council. The Mayor's is to be $5,000. It is provided by one section of the amendments that

CONTRACTS FOR LOCAL IMPROVEMENTS,

including sewers, shall be entered into only when an estimate has been prepared by the Board of City Works for the Common Council. At the first meeting of the Common Council held after the passage of the amendments they are to appoint the City Treasurer. In the month of May the Collector of Taxes and Assessments is to be appointed. Those sections of the present charter are repealed which provide that the Collector shall make lists of arrears of taxes and furnish the same to the Register of Arrears; also those which provided for the office of Register and defined his duties, which latter will hereafter devolve upon the Collector. The appointment of the Corporation Counsel is given to the Mayor and Common Council, such officer to be appointed every two years. The Board of Assessors is to consist of the six who were in office May 1, 1873, and a President who is to be appointed by the Mayor and Common Council within twenty days from the passage of the act, whose salaries are to be fixed by the Common Council. There is to be but one Police Commissioner, who is also to be Excise Commissioner. He is to be appointed by the Mayor and Common Council within twenty days from the passage of the amendments. Under the Health Department is placed the charge and control of digging lots and licensing the opening of street vaults, cisterns and cesspools. The department is to have three commissioners, one of whom it is required shall be a physician and one a lawyer, who are also to be appointed within twenty days after the passage of the amendments. The Board of City Works is made to consist of one commissioner, and is given no power to make contracts except by authority of the Common Council. The latter, when a petition of a majority of property owners owning property along the line of any contemplated improvement is received, open, close, extend, widen, regulate, grade, pave, regrade and repair roads, streets, lanes and avenues, and cause

PUBLIC SQUARES AND PARKS

to be opened, regulated, ornamented and perfected. The expense of such improvement and of the opening, grading and paving, in the first instance, is to be a lien on the property benefited. In case of repaving, when cobble stone is used, the cost is to be a charge on the city; but when any other pavement is used the excess over the amount which the cobble stone would have cost is to be assessed upon the property benefited. All the heads of departments must give a detailed report every month of the doings of their respective departments.

THAT "NEW CITY PRISON" ONCE MORE.

The Committee on Cities held a meeting this afternoon, and quite a lively discussion ensued on the New City Prison bill—rather, the bill introduced some time ago to repeal the law of last year looking to the erection of the proposed building. There are those who contended last winter, and many who persist this year, that there was a "big nigger in the fence." All but two of the New York delegation, I understand, are in favor of the repeal of the law in its entirety. One of these two is Mr. Spencer, who was visited here yesterday by Mr. Vance, the President of the Board of Aldermen of your city, who desires the law not repealed, but amended. It will be remembered that right in the face of this position of Mr. Vance on the question now he voted in the Board of Aldermen a short time since for the repeal of the law.

COLONEL SPENCER'S ARGUMENT.

Mr. Spencer argued before the committee to-day strongly in favor of a new City Prison, and submitted the following points to sustain his views:—1. The Tombs Prison was built in a mud hole called the Collect Pond. Piles fifty feet in length had to be driven into the mud to form a support for the walls, yet notwithstanding this the prison has settled three feet, cracking the walls and throwing the floors out of level. 2. An inevitable result of building in such a spot is bad drainage, dampness and unhealthiness. These defects inhere in the locality and cannot be cured. 3. This prison is too small; sometimes 500 human beings are crowded into it, making four in some cells, when two should be a maximum. This crowding and mixing young and old, young, fresh culprits and old and hardened criminals injures the moral as well as the physical health of the prisoners. 4. It is at a distance from the Court of the Recorder and of the City Judge and the Court of Oyer and Terminer, thus necessitating the daily transport back and forth through the public streets of large numbers of criminals. 5. It cannot judiciously be enlarged sufficiently to meet either the present or the future wants of the city. The prison yard is too small to admit of the construction of an additional building; the bottom—fifty feet of mud—is bad for a foundation, and could only be made safe by filling it with piles, and the opening of this ancient mud-hole would, for a year or two at least, threaten the 500 inmates with malarial diseases, such as typhoid and intermittent fever. 6. The present buildings could not be enlarged by adding several stories to them, for the foundations of mud and piles are not sufficiently firm to support the additional weight; nor are the walls, already cracked, strong and thick enough to be carried up several stories higher; nor are the interior plan and arrangements right for such a change. To enlarge the Tombs, either by another building in the yard or by additional stories, would simply be a waste of money.

THE NECESSITIES OF THE CITY

demand a larger prison and a healthier location, and one that should have attached to it within the same inclosing walls offices for the District Attorney and his assistants, a court room and accommodations for the Court of Oyer and Terminer, a court room and accommodations for the Recorder's Court, a court room and accommodations for the City Judge's Court, and court rooms and accommodations for one or two of the police courts now waiting to have court houses built. The offices now occupied by the District Attorney are small, inconvenient and unfit for the purpose; and, besides, these as well as the rooms now occupied by the courts of the Recorder, of the City Judge and the Oyer and Terminer are required by the city for other official uses.

The Register's office, containing the titles to more than $1,000,000,000 of real estate, is not, as it should be, a fireproof building, and room for those records of incalculable value to the property owners should be made in the fire proof New Court House. This could easily be done if the Oyer and Terminer and the Sheriff's offices were removed, as they would be if the new city prison is built. When the law last year for a new city prison was passed there was almost a unanimous demand for it. The Board of Aldermen, by a unanimous vote, asked for it; the newspapers all called for it; the philanthropists demanded it; the Courts, the police, the prosecuting officers and the Sheriffs favored it, and the taxpayers thought it would be judicious.

The Legislature, after much deliberation, appreciated the public exigency and passed the act, and, in order to avoid another Tammany Ring job, put the whole business into the hands of three citizens, in whose capacity, integrity and honesty the whole city has confidence. They are to serve entirely without pay. After great care, deliberation and investigation they have selected a site that meets the approval of all, except a small clique who are interested in some real estate, a few lots only, which they fear will be affected by the change. By great earnestness they have tried to raise a hue and cry against this necessary public work. But the interests of 1,000,000 people cannot be sacrificed to the selfish views of a few lot owners.

The three commissioners are having

PLANS DRAWN BY ARCHITECTS

who have made this subject a special study, and in a few weeks the plans will be completed and calculations of the cost made that will show us what the structure is to be and what to a dollar it will cost. When that is done and the plans are before the committee, and not before, we shall be in a position to form an intelligent opinion. As these gentlemen were selected especially for capacity and trustworthiness, and as they work for nothing, common courtesy and prudence require that we should wait till they show us the plans and estimates, and not, with the fickleness of the wind, pass a law one session and repeal it the next, before we can know how it will work. It may be necessary to amend the act so as to limit the expenditure, but that cannot be wisely done till we see the plans and estimates. It may also be necessary to so amend the act that a turn of the political wheel in New York may not next year put the construction of the new prison into the hands of the party that squandered $14,000,000, pretending to build a new Court House, and left it unfinished at last. The safety of the public money may require that the present commissioners should by the act itself be kept in office till the building is complete, and that two such men as ex-Mayor Opdyke and the President of the Prison Association, Sinclair Tousey, or men of like character, be added to the commission.

It is well known that the zeal of certain parties in opposing this matter arises from the fact that neither the Communists nor the friends of the late Court House swindlers will be likely to get control of this job, but that it bids fair to be carried through wholly in the interest of the general public and the taxpayers.

I ask to have the whole subject lie over for one month, to enable the commissioners to come before this committee with their plans, specifications and estimates; then we can act intelligently.

Alderman McCafferty and Assemblyman Wachner strenuously advocated a full repeal of the law. Mr. McCafferty argued that the general opposition manifested toward the law by the press and the taxpayers was the most solid reason that could be given against its being allowed to remain a law any longer, and that Judge Fancher, in postponing the appointment of commissioners to condemn property for a site for the proposed reason, had done so to give the Legislature an opportunity to repeal the law.

THE LABORERS' THANKS.

The members from New York city to-day each received a copy of a series of resolutions passed by the Laborers' Union Benevolent Association of New York, in which, while attention is called to the sad condition of affairs among the workingmen generally, the Association heartily thanks, in the most especial manner, Assemblymen Coughlin, Spencer, Alvord, Daly and Woods for their efforts on behalf of the working classes thus far in the Legislature. The resolutions also

THANK THE HERALD

for the interest it has always taken in the welfare of the poorer classes and for its strong appeals in their behalf since the financial panic has thrown so many deserving men out of employment.

THE LIBEL BILL

introduced in the lower House to-day by Mr. Wight is an old friend, and will probably meet the fate a bill of the same character did last winter. There is always some secret opposition to this kind of a bill from a certain class of members which most people are at a loss to fathom. The bill provides that no person in any one civil action to recover damages for slander or libel shall be held to bail in any greater sum than $2,000, or imprisoned or restrained of his liberty by reason of any order of arrest requiring him to give bail in any greater sum than $2,000. It further provides that if more than one action to recover damages for slander or libel be pending at the same time on behalf of the same plaintiff against the same defendant, the latter shall not be held to bail or imprisoned by reason of any orders requiring him to give bail in the aggregate in any greater sum than $5,000. The act is made to apply to all orders of arrest in civil actions to recover damages for slander or libel now pending, in which any persons are now imprisoned or restrained in any way of their liberty. In every action in which any person is now held to bail or imprisoned upon orders requiring him to give bail in larger sums than are specified in the present act it is provided that it shall be the duty of the courts in which any such action is pending to so reduce the bail that it shall not exceed $2,000 in any one case, or $5,000 in the aggregate, if there be more than one action pending in which the defendant is required to give bail.

CITY RAILROADS.

The cry is "still they come" in city railroad bills, and, judging from the number already introduced, the lobbyists will have a high old time of it in earwigging and probably in filling the minds and pockets of the unfledged as well as the full-fledged members with arguments that have availed so often heretofore in making an honest Legislature swear by its vote that white can be made to look black in the eyes of whomsoever they please.

In the Senate to-day Mr. Fox introduced one bill which gives several parties the right to run a

DOUBLE TRACK THROUGH FORTY-SECOND STREET

to Madison avenue, and Mr. Kirk in the House another, which gives the Dry Dock people the privilege of extending their track entirely from Hudson street to Varick, remove their present tracks, now laid in Sullivan street, on Canal street and Vesey street, and to lay double tracks, now laid in Desbrosses street, and along Desbrosses street, when so extended and opened, and through and across Varick street, and through Grand street, so as to connect with its present double tracks at the intersection of Sullivan and Grand streets; also to extend its present track in Corlears, Monroe and Cherry streets, with a double track to Broome street and a single track to Lewis street; also from Broome street, through East street, by single track to Delancey, through this street to Columbia. The bill of Senator Fox goes partly over the road provided by Mr. Blessing's bill. The only difference is that while the latter is to run through Forty-second street from North River to Lexington avenue and thence down to Thirty-fourth street ferry, the former goes simply to Madison avenue. It requires no very keen perception to show that Mr. Fox's bill is nothing more nor less than a scheme on the part of Vanderbilt to get the other bill knocked in the head for his own benefit. The people in Forty-second street who will be accommodated by a road through that street doubtless care very little who builds it so long as it is built, but they certainly will keep their eyes open to find out which bill is offered in good faith. If the one is only to secure the right of way to be bought out by the other or to prevent any road being built at all, it is high time, one would think, that this city railroad tom-foolery in the Legislature was put an end to. But the people of New York city, in the opinion of railroad corporations generally, have no right to interfere with their schemes, no matter what they may be; and city railroad schemes, I dare say, during the present session of the Legislature, will meet with just as much success as ever.

HENRY GENET'S SUCCESSOR.

There is a fine prospect for a brisk fight in Assembly to-morrow, judging from the talk being indulged in this afternoon concerning the case of Mr. Sullivan, the member elect from Harry Genet's district, who has just arrived. It is said that

MR. SPENCER WILL OBJECT

to his being sworn in. If he does, of course there will be a lively time all round. The objection to allowing Mr. Sullivan to take his seat will be that the special election ordered by the Governor was illegal in view of the alleged fact that Genet, never having been sentenced, was never disqualified from taking his seat; that, in fact, he is not a convicted felon as yet in the eyes of the law. The point is looked upon by the generality of the leading members as rather a ridiculous one; but as those who intend to oppose Mr. Sullivan's claims to the seat refuse to reveal all their points of attack it is surmised that they have something in the background that may raise a very nice legal question in regard to elections held under circumstances similar to those which surrounded that of a few days ago in the Twenty-first district.

The Abbott-Madden Case.

ALBANY, Jan. 29, 1874.

The following is the substance of the argument to be presented by Mr. Abbott in defence of his claim to retain his seat as Senator for the Tenth district, as it will appear in the *Argus* to-morrow morning:—

The facts in relation to the above case are that, admitting that the returns from the Second district of Fallsburg should have been canvassed by the Board of County Canvassers, yet, when taken in connection with the evidence in relation to the returns from the Second district of Forrestburg, said returns would not have changed the result nor deprived Mr. Abbott of his seat. It is not denied but that one of the inspectors of the Second Election district of Forrestburg took from the hands of the Supervisor of that town the returns for that district and reduced the number of votes first reported as having been cast for Mr. Abbott from seventy-eight to twenty-eight, in order that the votes cast for Senator should tally with the entire number of votes cast, and that a statement of that fact was made by said Supervisor before the Board of County Canvassers and was the principal reason why said returns were not canvassed and disallowed as being fraudulent and void.

Mr. Abbott offered before the Senate Committee on Privileges and Elections the sworn affidavits of the aforesaid Supervisor as to the manner in which said returns were altered; also the sworn affidavits of forty-four voters in said district, that they had cast their votes for him for Senator, and which, if allowed, entitles him to his seat as Senator for the Tenth district.

Mr. Abbott also offered to prove that he was entitled to more votes than were allowed him by the returns from other districts; that fraud and illegal voting had in many instances been resorted to for the election of Mr. Madden and to defeat him in the election, yet the committee refuses to receive all evidence except that offered by the contestant. The question now is, asks Mr. Abbott, will the Senate sacrifice its good name by refusing to hear testimony which, if heard, would undoubtedly retain him in his seat?

The Children's Aid Society.

ALBANY, Jan. 29, 1874.

The Committees on Manufactures, both of the House and the Senate, met to-day to hear argument on the bill drawn up by the Children's Aid Society and presented in the House by Mr. Wagstaff and in the Senate by Senator Wood, for the protection of factory children. Mr. C. L. Brace, Secretary of the Children's Aid Society, addressed the committees on the pressing needs for such legislation in the city of New York, where the investigation of their agents showed that nearly 100,000 children were employed in factories and shops in New York and its suburbs, the majority of whom were growing up in ignorance, dwarfed in body and cramped in mind. Mr. Brace claimed that this great multitude of

UNPROTECTED POOR CHILDREN

needed the assistance of the State in securing their just rights to education and to the means of health and relaxation. He reviewed at length the history of factory legislation in Great Britain, France, Prussia, Bavaria, Baden and Switzerland during the past thirty years, showing that usually all children under eleven years of age were forbidden to work in factories; that the work of those between eleven and sixteen years of age was limited to eight or ten hours per day, and that a portion of each year's time was required to be spent in school by every factory child, in some cases the period being three months and in others six months. In many of these countries time was required to be given these children for relaxation, and in some they were forbidden to take their meals in the factory rooms. Many acts were quoted securing the sanitary condition of these children and guarding them against exposure to machinery. Mr. Brace also gave a brief account of the legislation in New England, and appealed earnestly to the committee not to let New York, with her vast multitude of factory children, be behindhand in this humane and enlightened legislation.

Mr. C. E. Whitehead, counsel for the society, who had drawn up the bill, represented to the committee that this act included three important points—First, the entire exclusion of children under ten years of age from factories; second, the limiting of the hours of labor to sixty in the week; and, third, the requiring from each child either a three months' day schooling or six months' night schooling in the year. In case of the support of a family depending on minors, on permission of the Overseers of the Poor an exception may be made with such children.

Other minor provisions were included designed to support these, as well as some relating to the sanitary condition of factories and the protection of children from machinery. Mr. Whitehead urged these humane provisions in an impressive address.

The chairman of each committee is a manufacturer, and many objections were offered; but these were all carefully met by the delegation from New York, as well as by Mr. Wagstaff, of the House, who warmly supports the bill. Mr. West, of the House Committee, announced that he should favor the law with certain modifications; but Senator Lowrie, of the Senate Committee, expressed considerable opposition to it. The House Committee will act upon it on Wednesday next.

Canal Board Appointments.

ALBANY, Jan. 29, 1874.

The Canal Board this afternoon made the following appointments:—

Division Engineers—David M. Greene, Charles A. Sweet and Ortin D. Fay.

Resident Engineers—Charles Hilton, Albert Hill and Charles A. Omsted.

Superintendents Erie Canal—Section 1, M. McDonough, West Troy; section 2, B. Van Vranken, Schenectady; section 3, C. H. Quackenbush, Fultonville; section 4, ——; section 5, Henry Ehle, Oneida; section 6, A. Scouten, Manlius; section 7, S. B. Rowe, Camillus; section 8, S. D. Streter, Clyde; section 9, James A. Warren, Brockport; section 10, William McRae, Lockport; section 11, ——

Champlain Canal—Section 1, Daniel F. Wetsel, Glenn's Falls; section 2, George Connory, Van Buren.

Oswego Canal—Section 1, John S. Kenyon, Van Buren.

Cayuga and Seneca Canal—Section 1, James Flanagan, Seneca Falls.

Chemung and Crooked Lake Canal—D. P. Dey, Watkins.

Chenango Canal—Herman Bennett, Norwich.

Genesee Valley Canal—Dennis H. Scanlon, Wheatland.

Black River Canal—Samuel F. Gorman, Watson.

Collectors—Albany, John McKenna; West Troy, James Hamerill; Schenectady, John G. Green; Fultonville, H. Stewart; Little Falls, A. H. Roof; Utica, H. Ney; Rome, J. B. Bradt; Syracuse, Ezra Downer; Montezuma, B. Ross; Palmyra, W. W. Myrick; Rochester, N. Thompson; Brockport, ——; Albion, H. Abel; Medina, L. Hamlin; Lockport, W. E. Jenner; Tonawanda, V. J. Aikin; Buffalo, blank; Waterford, Isaac Schouten; Fort Edward, W. N. Kane; Whitehall, W. A. Wilkins; Salina, W. McCann; Geneva, Charles Fakey; Watkins, John Shane; Horseheads, John Butcher; Corning, C. J. Dennison; Penn Yan, S. C. Cleveland; Hamilton, E. D. Mott; Oxford, H. S. Read; Binghamton, J. O'Brien; Mount Morris, F. E. Hastings.

Weighmasters—Albany, John McGinnis; Syracuse, C. R. Wright; West Troy, P. W. Smith; Rochester, V. F. Whitmore; Utica, Jacob Seignat.

Assistant Weighmasters—Albany, Peter Lyon and M. A. Champion; West Troy, M. Bowles and John Flanigan; Utica, James Hayes and George Snyder; Syracuse, John Fonda and John Gebhardt, Jr.; Rochester, Valentine Schwartz, F. Ward and Joseph Fee.

Boat Inspectors—West Troy, Lawrence Shaughery and Thomas Whitbeck; Utica, M. O'Brien; Syracuse, J. Campbell; Rochester, W. H. Tracy; Whitehall, A. D. Gibbs.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, Jan. 29, 1874.

Mr. WOODIN offered a resolution appointing Mr. Wilham H. Robertson President *pro tem.* of the Senate, which was adopted unanimously.

Mr. WAGNER presented petitions signed by 600 persons, for the repeal of chapter 25 of the Laws of 1873, relative to national banks and taxation on stockholders.

Mr. BOOTH presented the fifty-sixth annual report of the New York State Library.

BILLS INTRODUCED.

By Mr. WAGNER—To repeal the act passed May 16, 1873, relative to illegal taxation.

By Mr. RAY—To facilitate the construction of a railroad from Greenport, Columbia county, to the Hudson River.

By Mr. PARMENTER—To amend the Excise law.

By Mr. WELLMAN—To designate holidays in the acceptance of bank checks and promissory notes.

By Mr. LOWERY—To provide for the creation of an extra insurance fund by fire insurance companies.

By Mr. GROSS—To provide for a parade ground in New York city.

By Mr. FOX—For a street railway from the foot of Forty-second street, North River, to Madison avenue. Lewis May, Jay S. Treat, James O. Stevens and many others are named as first corporators.

BILLS PASSED.

To incorporate the New York Club.

To confirm the official acts of John Meredith Reed, Jr., as Commissioner of Deeds in France.

Authorizing County Courts and Courts of Sessions to summon additional petit jurors, the same as Circuit Courts and Courts of Oyer and Terminer.

Mr. WELLMAN'S bill proposes to designate

AS PUBLIC HOLIDAYS

New Year's Day, Washington's Birthday, Decoration Day (May 30), July 4, Christmas Day and Thanksgiving Day.

Mr. PARMENTER'S bill provides for amending section 7 of the act of April 11, 1870, as follows:—

In no town or village shall the Commissioners of Excise appoint a clerk of that Board. The pay of the Commissioners shall be three dollars *per diem*. Moneys collected from excise shall be paid within thirty days to the County Treasurer for the support of the poor.

A lengthy debate was had on Senator Lowery's motion to give

A REPORTER'S SEAT

to the Utica *Observer*, several Senators wishing to add the names of papers from their several districts. The question was finally settled by Senator Woodin offering a resolution directing the Clerk to assign seats to any reporters applying for the same without expense to the State.

Mr. GROSS' bill provides for the repeal of chapter 628 of the Laws of 1871, altering the map of the city of New York.

Comptroller HOPKINS, in response to a resolution, sent a communication to the Senate, giving a copy of the contract made with Weed, Parsons & Co., legislative printers.

Mr. WOOD'S resolutions relative to the bill now before Congress, providing for

ARMING THE MILITIA OF THE STATES,

were taken from the table.

Mr. WOODIN fancied it would not be proper for this body to request its representatives in Congress to vote for the bill now before that body, as it was their duty to vote for the measure, and there was no question but that they would do so.

Mr. WOOD explained the provisions of the bill before Congress, showing it would be a great saving to the State.

Mr. LORD opposed the adoption of the resolutions, saying he feared there was some big job in the scheme which was sought to be passed in Congress. If the Governor of this State recommended the passage of the resolutions to the Senate he would vote for them.

Mr. WOOD replied that the Governor favored the passage of the resolutions.

The resolutions were laid over.

Mr. COLE called up the majority report of the Committee on Privileges and Elections, recommending the awarding of the seat of the Tenth Senatorial district to Edward M. Madden.

The Clerk read the report as printed in the Senate journal.

After which the Senate adjourned.

ASSEMBLY.

ALBANY, Jan. 29, 1874.

Mr. ALVORD moved to reconsider the vote had last week passing the bill authorizing the city of New York to issue bonds to take up other bonds. Carried.

Mr. C. S. SPENCER moved to non-concur with the Senate's amendment requiring the assent of all the members of the Board of Estimates, and that a committee of conference be appointed. He said the bill originated in the Senate, and provided that one man should have the power to issue the bonds. On his motion the bill was amended so as to require three members of the Board to assent, and the Senate has since amended it so as to require the assent of all four. Any one, he said, could see what would be the effect of this requirement. His motion prevailed, and a committee of conference was appointed.

DISPOSITION OF BILLS.

The House in Committee of the Whole disposed of the following entitled bills, as noted:—

Amending the act regulating the fees of Coroners. Ordered to a third reading.

To provide for the construction and maintenance of four additional

PUBLIC BATHS

in the city of New York. Ordered to a third reading.

For the better preservation of horse records.

After considerable discussion the first section of the bill was stricken out, which destroyed it.

On motion of Mr. ALVORD, the Committee on Local and Special Laws was instructed to report a bill repealing the act for the

PRESERVATION OF HORSE RECORDS.

This motion grew out of opposition to the bill on the same subject just disposed of by the Committee of the Whole.

Authorizing the appointment of clerks in the Marine Court and Court of General Sessions in New York.

Mr. BLUMENTHAL moved to make the salary of the Clerk of the Court of General Sessions $5,000 instead of $6,000.

Mr. C. S. SPENCER opposed the motion saying it was well known in that city that the services of this officer were well worth $6,000. He spoke in high terms of the abilities of the officer.

Mr. BLUMENTHAL insisted that $5,000 was enough to pay for the services of this clerk. He admitted that Mr. Sparks was a good clerk, but $6,000 was too much to pay for the services.

Mr. BLUMENTHAL'S motion was carried, and he moved to make the salaries of the deputy clerk $3,000 and the assistant deputy $2,500.

Mr. C. S. SPENCER said he would not detain the House with any argument, but would say he did not believe the taxpayers of New York were in favor of reducing salaries below living rates. He moved to make the salaries $3,500 and $3,000 respectively. Carried. The bill was then ordered to a third reading.

Amending the act for preventing cruelty to animals. It makes a violation of the act a misdemeanor, and further defines the provisions of the act. Ordered to a third reading.

Confirming assessments for improving a portion of Division avenue, Brooklyn. Ordered to a third reading.

Mr. BERRI presented a petition from Clara E. Potter and 1,200 citizens of Monroe county, asking that

WOMEN BE EXEMPTED FROM TAXATION

until they have extended to them the right to vote.

Mr. WIGHT presented a memorial of Charles O'Conor and 5,300 others, asking legislation in favor of the New York Elevated Railway.

BILLS REPORTED.

By Mr. PRINCE—In favor of naming the new station in Quarantine Swinburne Island Hospital.

By Mr. ALBERGER—For the consideration of the bill transferring the appointment of canal officers to the Canal Commissioners.

Mr. BEEBE dissented from the report.

RESOLUTIONS.

By Mr. F. G. POPE—Calling on the Comptroller for a statement as to whether any salt lands are not now in use for the manufacture of salt, and if any, to what use they are put, and whether any rental is received for them. Adopted.

By Mr. OAKLEY—That the Commissioners of Emigration report to the House the number of persons now under their charge on Ward's Island and elsewhere, when they arrived, on what vessels and how they are now employed. Adopted.

By Mr. ALBERGER—That four Commissioners be appointed by the Governor to represent the State at the

CENTENNIAL EXHIBITION,

at no expense to the State. Laid over.

Mr. BEECHER called up his resolution proposing a joint commission to inquire whether the plans of public buildings now constructing cannot be changed so as to reduce their cost.

Mr. ALVORD moved to amend so as to have the Ways and Means Committee make the investigation, which was done and the resolution adopted.

BILLS INTRODUCED.

By Mr. ALBERGER—Amending the act to prevent the adulteration of milk.

By Mr. GROSS—Defining the powers and duties of the Monroe county Board of Supervisors; also providing for the payment of the expenses of trials.

By Mr. BARRITT—Amending the charter of the Western House of Refuge.

By Mr. KIRK—Authorizing the Dry Dock Railroad Company to change its tracks.

By Mr. BLUMENTHAL—To close the courts in New York on holidays.

By Mr. C. S. SPENCER—To authorize the Forty-second and Grand Street Railroad Company to change its tracks.

By Mr. CARPENTER—Amending the medical laws of the State.

By Mr. WIGHT—To authorize the New York

ELEVATED RAILROAD COMPANY

to extend its tracks to points near Broadway, the Grand Central depot and Central Park, and for the Governor to designate suitable routes east of Fourth avenue from the East River to Harlem River.

By Mr. LINCOLN—To provide for refunding moneys advanced for substitutes.

The Assembly then adjourned.

THE STRANDED FRENCH STEAMER.

An unsuccessful attempt was made yesterday to float off the stranded French steamer Alexander Lavalley, now stranded at the beach at Southampton, on Long Island. A telegram notifying Captain John Young, of the Coast Wrecking Company, in this city, was received yesterday afternoon, stating that the vessel had been hauled off the beach, where she first stranded, to a distance of about 800 feet seaward to a sandbar, but had not been hauled across on account of the tide. The vessel had been subsequently floated back from this place to prevent any danger of "hogging" her or breaking her back.

Captain Young states that she will draw about thirteen feet when she crosses the bar. He says that the wrecking steamer Relief has taken out a great deal of her cargo, and the vessel is still tight and in good order. The cargo taken from her is on the Relief, which is of about 400 tons burden, and remains alongside. The pilot who was on the French steamer and is alleged to have been below when she struck has joined the vessel again.

HELPING ANOTHER WRECK.

The wrecking steamer Lackawanna, with thirty-five men on board, including divers, engineers and wreckers, has left this city to try and save the $80,000 cotton cargo of the schooner Queen of the South, ashore at Watch Prague Inlet, ninety miles below the capes of Delaware.

TRICHINA SPIRALIS.

What the Pork Dealers of Brooklyn Say About It.

The reported appearance of the dreaded trichina spiralis among the Western hogs created quite a sensation among the pork dealers of Brooklyn. Messrs. Lockitt & Co., who sell 150,000 hogs per year, state that they have not come across a single diseased hog for years. They buy from the Western dealers, principally from Illinois and Iowa. Mr. W. E. Smith, another extensive dealer in Western pork, handles 20,000 hogs every year, and has never had occasion to return more than two hogs in a year, and those were diseased by reason of having had the measles.

"Pork," said Mr. Smith, "is just now higher than it has been for three years. One year ago we paid 6¾c. for it, now we are giving 8⅛c. I paid 8⅛c. for what I got in this morning. I remember the last excitement about trichina. It was, I am informed, got up by dealers who thereby succeeded in bringing the price of pork down considerably. I wouldn't mind myself if it did come down."

The Board of Health has instructed the inspectors to pay particular attention to the subject of trichina spiralis, and the meat inspectors will examine all fresh arrivals of pork from the West.

THE STARKWEATHER LETTER.

NORWICH, Conn., Jan. 29, 1874.

The Norwich *Bulletin* of to-morrow will contain substantially the following in explanation of the Starkweather letter to Mr. Huntington:—Mr. Huntington was Treasurer of the Republican Congressional Committee, and had previously offered to send funds into the State to be used in electing Governor Jewell, and also to elect Mr. Starkweather. This had been done several times before. The money was raised among republicans in Washington. Mr. Starkweather himself had given money on several occasions to be used in the election of others. He and Mr. Huntington were old acquaintances. When Mr. Starkweather reached home he wrote the letter for the aid promised. At that time the District government was not organized, nor was it until June, 1871. Mr. Starkweather had never been interested in the affairs of the District till he was made chairman of the District of Columbia Committee in December, 1871. Until then he never knew a member of the Board of Public Works, and never since has he recommended anybody to any office under the government, or for any contract, nor has he in any way done anything outside of his duties as chairman of the committee.

FIRE IN A LIQUOR STORE.

About half-past three o'clock yesterday morning a fire broke out in the liquor saloon of Stephen McMahon, corner of Grand and Fourth streets, Williamsburg, causing a damage of $250, fully covered by insurance in the Phœnix and Globe companies.

THE STEAMSHIP AMERIQUE.

The Latest Addition to the French Line.

Her Dimensions, Accommodations, Machinery and Officers—A Lucky First Voyage—Rescuing the Crew of a Water-Logged Vessel—Story of Trials and Sufferings.

The steamship Amérique, the latest addition to the General Transatlantic Company, arrived at her pier, No. 50 North River, early yesterday morning after a boisterous and eventful passage of eleven days and four hours, mean time, from Brest. She left the latter port at six o'clock P. M. on the 17th inst., having favorable weather the first and second days out, with turbulent seas, and from this time encountered heavy head winds and tremendous cross seas, reaching the bar at Sandy Hook at ten o'clock on Wednesday evening, after a detention of four hours in rescuing a water-logged crew, of which mention will be fully made below.

This vessel, though not as large as one or two of the line, has been furnished with all the improvements which an extended experience and a profuse outlay of money can secure. She is one of the first steamships of the line rebuilt—the Atlantique, of the South American trade—with new frames, new decks, new engines and boilers, new upper works, and internal appointments new in every respect. She was reconstructed and lengthened in hull by Messrs. Leslie & Co., of Hebburn, Newcastle-on-Tyne, and her improved machinery is from the extensive works of Messrs. Mandsleys, Sons & Field, of London. Her dimensions are as follows:—Length on deck, 410 feet; breadth of beam, 43 feet 6 inches; depth of hold, 39 feet 3 inches; draught of water at load line, 24 feet; has four decks, is bark rigged and is of 4,560 tons burden, builders' measurement, while her registered tonnage is 2,800 tons. The bottom plating of the Amérique is seven-eighths of an inch, which, at her sides, is reduced to three-quarters of an inch, and on every deck there are beam ties, or stringers, in such number and character as to give the vessel great strength and durability.

MACHINERY.

The Amérique's motive power is of a novel character and consists of four engines, which are termed "compound direct-acting," the two high pressure cylinders being of 41 inches each in diameter and the two low pressure cylinders of 75 inches each in diameter, with a uniform stroke of piston of 4 feet 3 inches. Steam is provided by six boilers, placed lengthwise of the vessel, each having four furnaces. The departments of freight and of the anchors and of the precautions against fire and the security to prevent it are operated by independent engines and pumps. There are six water-tight bulkheads in the vessel, and the arrangements for proper ventilation are of the most perfect and improved nature.

ACCOMMODATIONS.

The accommodations for passengers are of the luxuriant character that this line has long been noted for. The entrance to the saloon is grand and elegant, being surrounded with tropical plants, and, as you descend, the eye rests upon appointments of the first order and which are hardly second to the magnificence of those vessels which have preceded them on the route hence to Havre. The saloon is wide and high, the panels being of solid marble, ornamented with figures wrought in gold, while the ceiling is exquisitely finished in white, with gold beads, which give it an attractive appearance. Mirrors are on every hand, and to further adorn the apartment are a grand piano and a library containing the popular works of the day, which are open to the passengers. On the same deck, and opposite the grand entrance, is a smoking room, whose coseyness and appointments will commend themselves to the old ocean traveller. Aft and forward of the saloon are

THE STATEROOMS

for the first class passengers, and there is not a vessel in the port of New York the apartments of which are so roomy and present so much comfort. The fixtures are of the most comfortable nature and the fittings ample in every respect. In these rooms of retirement there can be accommodated 112 passengers called "first class," and on the deck below, but looking quite as pleasant and agreeable, there can be berthed in roomy rooms 114 second class passengers. Ventilation in these quarters is perfect, and these lounging places are just as sumptuous as those on the deck above. On the saloon deck are the ladies' retiring cabin, furnished in blue, the bathrooms and lavatory for the same sex, while those for the gentlemen are just as pleasant, but removed a considerable distance from the first named.

Among the many improvements, or rather suggested different arrangements on board, are the life preservers in the staterooms and other portions of the vessel, all easily reached, and the ten large lifeboats are so arranged as to be lowered at will.

LIST OF OFFICERS.

The officers of the Amerique, fourteen in number, and with a crew of 132, make up a ship's complement of 152 persons. Many of these have passed through great peril on the ocean highway, but are still devoted to their profession as followers of Neptune. The officers are as annexed:—

Captain—Roussan.
Second Captain—Garay.
First Lieutenant—Roberge.
Second Lieutenant—Gaillard.
Third Lieutenant—Camoreit.
Purser—Vié.
Assistant Purser—Durbec.
Surgeon—Fallé.
Chief Engineer—Keesen.
Assistant Engineers—Mouillé, Wallet, Pinon, Lassere, Meillour.

RESCUING AN ENGLISH CREW.

Not only did the Amerique make a decidedly excellent first trip across the ocean, but she was instrumental in rescuing from a horrible death eleven English sailors, who momentarily expected to be swallowed up by the giant waves of the Atlantic. This occurred on the 21st inst., at 10 A. M., in latitude 47 deg. 23 min. and in longitude 29 deg. 30 min., (meridan of Paris) and was so successful in the face of great peril and even death that it must be hailed as a harbinger of hope to the new craft. The story of the deliverance from the pains of death of the crew of the bark Zarah is better told in the language of Captain David Crowther, who was interviewed late yesterday afternoon by a HERALD reporter. He said that the bark Zarah, from Pensacola, Fla., to Swansea, Wales, left the former port at eight o'clock A. M., December 13, laden with logwood and lumber. We made sail after crossing the bar with a fresh breeze from the northwest, and proceeded on our voyage, feeling that

EVERYTHING WAS ALL RIGHT.

Pleasantly and snugly we went along until Christmas, and no crew ever felt more satisfied than ours as they expressed again and again that it seemed as if the voyage would be "lucky." On this day, when the world felt at peace, and just after the Christmas dinner had been served, it commenced to blow from the east-southeast, and a heavy cross sea knocked our vessel about so fearfully that the joy of the few hours before turned into terrible forebodings for the future. We hove the bark to under close reefed maintopsail, but all the time she was laboring very heavily, and to our great consternation it was discovered that she had sprung aleak and was fast making water. During the night the gale moderated and then we put the ship before the wind