In the House, J. Q. Adams, inexpression of dissent, yesterday offered a resolution, read as following, known as the 25th standing rule of the House.

"That a motion be made to require the Secretary of the Treasury to transmit to the House, at the commencement of each Session, a statement of the departments under the control of the Government, or, if it be in his power, to cause the same to be printed in the House, or in any way made known.

"The question was taken on Mr. Adams's resolution, and was carried by the following vote: Yea, 109; nay, 56. The Message, which had been brought in by John Tyler, Secretary of the Treasury, was then read; after which it was referred to the Committee on the Whole of the State, and the House ceased to debate.

"R. J. Davis moved a resolution directing the distribution of $2,932,214 19, being the fourth installment of the claims of the people of the Territory of Oregon to the Secretary of the Treasury, to be paid out of the public moneys of the United States, to the several States and Territories to which they were entitled, by the following vote: Yea, 133; nay, 66. After some general discussion of the subject, the House adjourned.

Opening of the Tunnel.

The President and Directors of the Long Island Railroad Company, the Governor-General of New York and Brooklyn, and a considerable number of invited guests, rode through the Tunnel on Tuesday last, at 12 A.M., according to notice. The train consisted of five cars, with a locomotive at each end, and the other engines, which were used for the extraordinary excursions of the underground train. Indeed, taking it all in all—so much of the scenery, the raving and roars of the cars, reverberating through the caverns; and the clanking and spatterings of the little engine—it might almost be characterized as an underground golf.

On returning to the depot, a speech was made for their entertainment, at which His Honor the Mayor of Brooklyn presided. President Pink gave a succinct and business-like report of the work; returned his thanks, in behalf of the company, to those living upon the street who had patiently suffered inconvenience during its progress, and complimented Mr. Vehring, the engineer, and Mr. Benton and Colton, the contractors, in every equal and ample terms. The Mayor replied in the usual happy manner, and concluded with the following words, which are not only applicable to the line of the tunnel, but also serve as a fitting conclusion to the Our respected states—the city of New York—separated from Brooklyn by an arm of the sea, a public highway, for a distance of forty miles, and a waterway for the entire distance of its length. Our means, therefore, of communication with each other, and of every convenience for the people of the two cities, is by the tunnel.

Mr. Brown, one of the Directors, and J. Dealey, President, of the Chamber of Commerce, made some remarks, in answer to calls from the gallery; and the veteran Col. Stem, when the "Perry" was pronounced, was acknowledged, as he was from his younger,—his voice in answer to the finality with which this great engine, which enabled public opinion, had always been the weighty and successful advocate of great public improvement.

The following bills were passed by the House:

Resident Engineer, W. Vehring; Contract, $17,000.

Died:

Saturday, December 11th, 1852.