New-York Tribune.

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THE PACIFIC RAILROAD.

THE OFFICIAL ANNOUNCEMENT OF ITS COMPLETION.

To the Associated Press.

PROMONTORY SUMMIT, Utah, May 10.—The last rail is laid! The last spike driven! The Pacific Railroad is completed!

The point of junction is 1,086 miles west of the Missouri River, and 690 miles east of Sacramento City.

LELAND STANFORD,
Central Pacific Railroad.

T. C. DURANT,
SIDNEY DILLON,
JOHN DAFF.
} Union Pacific Railroad.

INTERESTING PROCEEDINGS IN THE WASHINGTON TELEGRAPH OFFICE.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, May 10.—The announcement having been made here about noon to-day that the driving of the spikes in the last rail which would complete the line of railroad between the Atlantic and Pacific Oceans would be communicated to all the telegraph offices in the country the instant the work was done, a large crowd gathered in the main office of the Western Union Telegraph Company here to receive the welcome news. Mr. Tinker, the Manager of the office here, placed a magnetic ball in a conspicuous place, where all present could witness the performance, and connected the same with the main lines, notifying the various offices throughout the country that he was ready. New-Orleans, New-York, and Boston instantly answered that they were ready. Soon afterward, at about 2:27 p. m., many of the offices in different parts of the country began to make all sorts of inquiries of the office at Omaha, from which point the circuit was to be started. That office replied:

"To everybody: Keep quiet. When the last spike is driven at Promontory Point we will say 'Done.' Don't break the circuit, but watch for the signals of the blows of the hammer."

After some little trouble in the Chicago office, and the closing of a circuit west of Buffalo, the instrument here was adjusted, and at 2:27 p. m., Promontory Point, 2,400 miles west of Washington, said to the people congregated in the various telegraph offices:

"Almost ready. Hats off; prayer is being offered."

A silence for the prayer ensued. At 2:40 the bell tapped again, and the office at the Point said:

"We have got done praying. The spike is about to be presented."

Chicago replied: "We understand. All are ready in the East."

Promontory Point—"All ready now, the spike will soon be driven. The signal will be three dots for the commencement of the blows."

For a moment the instrument was silent, and then the hammer of the magnet tapped the bell, *one, two, three*—the signal. Another pause of a few seconds, and the lightning came flashing eastward, vibrating over 2,400 miles, between the junction of the two roads and Washington, and the blows of the hammer upon the spike were delivered instantly, in telegraphing accents, on the bell here. At 2:47 p. m. Promontory Point gave the signal, "DONE!" The announcement that the continent was spanned with iron.

Gen. Sherman and a number of other prominent officials witnessed the event at the telegraphing instrument in the War Department. The President had promised to be present there, but some State delegation got hold of him and detained him until it was too late.

RECEPTION OF THE NEWS IN THIS CITY.

SERVICES AT TRINITY CHURCH—CONGRATULATORY MESSAGES, ETC., ETC.

Not many weeks ago the columns of THE TRIBUNE teemed with reports of the Great Union Pacific Railroad suit, in which so many damaging developments were made, and it is not a week since they gave space to the statement of a Commissioner and the counter allegations of a Director. All these things were unpleasant, not only to the directors and stockholders pecuniarily interested in the well-being and successful completion of the gigantic work, but to the American public as well. The suits will recur; charges and counter-charges will again be made; the characters of directors and managers will be again subjected to the fiery ordeal of private attack and public criticism; but while the wordy war is waging the people will know that the highway which makes the distance between New-York and San Francisco only a journey of a few days is an accomplished fact, and will be content to let the litigants tear each other to pieces, if need be, so that they enjoy the facilities afforded by the road. Yesterday a telegram from San Francisco announced to the citizens of this metropolis the laying of the last rail on the Pacific Railroad. Previous to the announcement preparations had been made to celebrate the great event. At 10 a. m. the Committee appointed on Thursday last, by the Chamber of Commerce, to congratulate the Chamber of Commerce of San Francisco on the completion of the road sent the following message:

NEW-YORK, May 10, 1869—10 a. m.

The Chamber of Commerce of the State of New-York, desires to unite at noon to-day, with the Chamber of Commerce of San Francisco, in grateful thanksgiving to Almighty God, the Supreme Ruler of the Universe, on the completion of the continental line of Railway, spanning the territory of the American Union and commercially uniting two great Oceans of the Globe; and in solemn recognition of the manifold benefit and blessings, industrial and commercial, moral and political, national and international, of this great avenue of intercommunication.

The new highway thus opened to Man, will not only develope the resources, extend the commerce, increase the power, exalt the dignity and perpetuate the unity of our Republic, but in its broader relations, as the segment of a world-embracing circle, directly connecting the nations of Europe with those of Asia, will materially facilitate the enlightened and advancing civilization of our age. By order of the Chamber,

SAMUEL B. RUGGLES,
WILLIAM E. DODGE,
GEORGE OPDYKE,
A. A. LOW.
} Special Committee.

THE SERVICES AT TRINITY.

At 11 o'clock Trinity Church was thrown open, and long before noon was crowded with a congregation called together to render thanks to God for the completion of the greatest work ever undertaken by man. More than half of the congregation was composed of ladies, although there were present a large number of merchants and others. The services were conducted by the Rev. Drs. Vinton, Dix, and Ogilby, assisted by the Rev. Mr. Oberly and the Rev. Canon White. After the recital of the Lord's Prayer, the processional hymn, commencing

"Come, loud anthems let us sing,"

was sung by the choir. The Collects for the 4th, 7th, and 8th Sundays after Trinity, were read, and the following special prayer, set forth by the authority of the Bishop of the Diocese offered:

"O God, the Creator of the ends of the earth, Who upholdest all things by the Word of Thy power, without Whom nothing is strong, nothing is holy; we bless and magnify Thy glorious name, that by Thy goodness the great work which we commemorate this day, has been accomplished, so that the extreme borders of our land have been joined and brought nigh together, and a pathway opened between remote parts of the earth, both for the commerce of the nations and for a highway and a way whereby Thy Gospel may have free course, and Thy Holy name may be glorified. We thank Thee that the wilderness and the solitary place are made glad, and that the desert may rejoice and blossom as the rose. We come before Thee this day, in deep humility and thankfulness of heart, acknowledging that Thine, O Lord, is the greatness, and power, and the glory, and the victory, and the majesty: for all that is in the heaven, and in the earth is Thine. Thine is the kingdom O Lord, and Thou art exalted as Head over all. Both riches and honor come of Thee, and Thou reignest over all; and in Thine hand is power and might; and in Thine hand it is to make great and to give strength unto all. Now therefore, our God, we thank Thee, and praise Thy glorious name, through Jesus Christ our Lord—Amen."

"*Te Deum Laudamus*" was then sung, followed by the lesson for the day, and the 100th Psalm sung by the choir and congregation, to the tune of "Old Hundred." The address was delivered by the Rev. Dr. Vinton, who said:

The completion of this great work—the greatest ever undertaken by man—is one of the victories of peace, a victory infinitely more grand than any recorded in the annals of war. It is a triumph of commerce, of the great principles of free trade and commercial intercourse. It has another and a greater significance for it will produce unity of nations in Christian brotherhood. It is the great highway to the East, sought for by all nations. It is a source of wealth to our own country, and is built in a temperate zone on a belt of four degrees latitude, in the wondrous short time of five years. But the special benefit which this road confers upon our country is the union of the States which its iron bands produce. Take a topographical view of the country, as contrasted with Europe, to illustrate and demonstrate this. The rivers of Europe diverge, and the populations of Europe, settling along their banks, are necessarily diffused; hence philosophers have accounted for the many nations and kingdoms into which Europe is cut up, forbidding the unity of common nationality. But, in America, the rivers flowing between the Alleghanies and the Rocky Mountains all flow into one basin, convex to the skies, indicating the physical necessity of Union within those limits of our country, while the rivers on the West of the Sierras and the Rocky Mountains diverge like those of Europe. These physical characteristics indicates the tendency to a division of our country into two great republics, separated by the Rocky Mountains, suggesting a tendency to disunion. But the Pacific Railroad counteracts this tendency to disunion, and binds the States of the Atlantic and Pacific into *one*. The Roman roads united the Roman Empire, but they were, under Divine Providence, a highway for the Gospel also. So this Pacific Railroad is a means for the propagation of the Gospel from one end of the earth to the other—from the last born of the civilized nations to the oldest.

Previous to, and after the services, Mr. Ayliffe rang on the chimes a collection of sacred and patriotic airs, including "Old Hundred," "The Star-Spangled Banner," "Hail Columbia," "The Red, White, and Blue," and the "Ascension Carol."

THE MAYOR'S MESSAGE.

At a little past 3 o'clock p. m., Mayor Hall received the following telegram:

PROMONTORY POINT, May 10, 1869.

To the Hon. A. OAKEY HALL:—The last spike in the rail connecting the Atlantic and Pacific by rail has been driven at 3:10 p. m., to-day.

A. S. BROWN, Manager.

On the receipt of the telegram the Mayor ordered a salute of one hundred guns to be fired in the Park, and sent the following reply:

EXECUTIVE DEPARTMENT, CITY HALL, NEW-YORK, May 10, 1869.

To the Mayor of San Francisco:—New-York rejoiced when, almost half a century ago, by the completion of the Erie Canal, the silver chain of Western inland seas was riveted upon the Atlantic Ocean. The Metropolis of America exults to-day, because by the completion of the Pacific Railway two extremities and coasts of an immense continent are commercially wedded together. Apart from the relations of this grand event with Christianity, political economy, civilization, and patriotism, it justifies the metropolis in the pardonably selfish expectation to soon become the commercial exchange of the world. Her newspapers, which have so largely contributed to this day's result, must soon accustom our citizens to phrases like this one. "The Asiatic freight train has arrived in time," so our flags are now flying, our cannon are now booming, and in old Trinity, at the head of Wall-st., a Te Deum imparts thankful harmonies to the busy hum about her church walls. Can it then be necessary by mere words to tender you fuller magnetic sympathy? As for congratulations to you, phrases seem inadequate to foretell the full fruition of the beginning of railway intercommunication to your golden-gated city of enterprise. Therefore, let the 10th of May pass into the annals of San Francisco, New-York, and every hamlet, village, town, and city along the new highway, as an anniversary day.

A. OAKEY HALL.

LETTER FROM PRESIDENT AMES.

Mayor Hall also received the following letter from Mr. Ames, President of the Road:

HON. OAKEY HALL, *Mayor of the City of New-York:*

DEAR SIR: The Pacific Railroad, stretching from Omaha on the Missouri River to San Francisco, opens on Monday next, connecting New-York on the Atlantic with San Francisco on the Pacific. The event is one of such local as well as national importance, that we have felt that the City of New-York should receive notice thereof through its official authorities, and thus be enabled to join with the sister cities of San Francisco, Omaha, and Chicago, in some expression of congratulation on the fixed fact. Very respectfully, OLIVER AMES, President.

May 7, 1869.

The flags of all the public buildings, the newspaper offices, and on many private houses, were displayed throughout the day, and in all quarters the greatest joy was exhibited.

THE NEWS ELSEWHERE.

At 2½ o'clock precisely (Philadelphia time) the news was received in that city of the driving of the last spike of the Pacific Railroad. Word was sent to the Mayor, and in a few minutes the bells on Independence Hall and various fire stations were rung, drawing a crowd into the streets, thinking a general alarm of fire was being rung. The people soon ascertained the reason of the ringing of the bells, and flags were immediately hoisted everywhere. A large number of steam fire engines were ranged in front of Independence Hall, with screaming whistles, hose-carriages, bells ringing, &c. Joy was expressed in every face at the completion of the great work of the century. The sudden flocking of the people to the State House reminded one of the reception of the news of the surrender of Lee's army, when a similar scene was enacted.

In Buffalo a large crowd of citizens assembled at the Board of Trade Rooms to hear the commencement, by telegraph, of the driving of the last spike in the rail connecting the Atlantic coast with the Pacific. The telegraph wire was attached to a large gong bell, and at 2:41 o'clock, city time, repeating strokes were simultaneously made. At the completion cheers were given, the "Star-Spangled Banner" sung by the crowd; prayer offered and appropriate speeches made by the Hon. D. L. Bennett, Henry A. Richmond and others.

Scranton, Pa., celebrated the completion of the Pacific Railroad by the firing of cannon, ringing of bells, whistling of locomotives and general expressions of joy by its citizens.

The celebration, in Chicago, of the completion of the great inter-oceanic railway connection, yesterday, was the most successful affair of the kind that has ever taken place in that city, and probably in the West. It was entirely impromptu, and therefore almost every man woman and child in the city did their part toward making it a success. The procession was unique in appearance, and of immense length, which at the lowest estimate was seven miles. During the morning of the procession, Vice-President Colfax received the following dispatch:

PROMONTORY SUMMIT, Utah, May 10, 1869.

To the Hon. SCHUYLER COLFAX, Vice-President: The rails were connected to-day. The prophesy of Benton to-day is a fact. This is the way to India.

G. M. DODGE, JOHN DUFF,
SIDNEY DILLON, T. C. DURANT.

In the evening Vice-President Colfax, Lieut.-Gov. Bross, and others, addressed a large audience at Library Hall, in which they spoke eloquently of the great era which this day marks in the history of our country. During the evening there was also a general indulgence in fire-works, bonfires, illuminations, &c.

ATTEMPTED MURDER AND SUICIDE.

ATLANTA, Ga., May 10.—Yesterday John Henry Fay, Secretary of the Workingmen's Association, and late sub-clerk in the Executive Department of this State, shot his negro mistress for wishing to separate from him. Fay then shot himself twice, and said: "I have shot myself; come and kiss me; I am dying." Fay was about 35 years of age, well educated, and came from New-York city. Strong hopes are entertained for the recovery of the colored lady.

FATAL AFFRAY IN NEW-HAVEN.

NEW-HAVEN, May 10.—Last evening a man named George McNeeny got into an altercation with a German named Peter Ellinger, in front of a boarding-house, on Wallace-st., in this city, and stabbed him in the abdomen and side, inflicting probable fatal injuries. Louis Hush, a friend of Ellinger, interfered, when McNeeny stabbed him also, causing instant death. McNeeny is still at large.

STRIKE IN THE COAL REGIONS.

MAUCH CHUNK, May 10.—A strike in the coal regions commenced to-day, and work is entirely suspended in the Lehigh and Schuylkill regions. Nothing has yet been received from Wilkesbarre, but it is supposed that the same state of affairs exists in that locality.

THE ENCAMPMENT OF THE GRAND ARMY.

CIRCINNATI, May 10.—A number of distinguished officers have signified their intention to attend the National Encampment of the Grand Army of the Republic, which meets in this city on Wednesday. Gen. John A. Logan will deliver an address on Wednesday night; there will be a banquet on Thursday night, and on Friday a steamboat excursion to North Bend—to the tomb of Gen. Harrison. The headquarters will be at the Spencer House.

Delegates to the National Encampment of the Grand Army of the Republic are expected to report at headquarters at the Spencer House, to be assigned lodgings.

THE LOUISIANA AUDITOR DIFFICULTY.

NEW-ORLEANS, May 10.—The remaining indictments against Auditor Wickliffe were this morning dismissed by the First District Court. Mutual injunctions having been obtained by Auditor Wickliffe and Auditor Delassize, Gov. Warmoth's appointee, the Auditor's office is without an incumbent.

ALBANY.

THE TAX-LEVIES PASSED BY BOTH HOUSES—AN INCREASE OF TWO MILLIONS FIVE HUNDRED THOUSAND DOLLARS OVER THE SENATE BILL—SENATORS WILLIAMS, VAN PATTEN AND MATTOON VOTE WITH THE DEMOCRATS.

ALBANY, May 10.—After disposing of a number of vetoes this morning, in which the Senate concurred with the Governor in every instance, Mr. Tweed called up the tax levies, the question being on concurring with the amendment. Mr. Folger made the point of order that the Committee on Conference having failed to agree and both Houses having adopted the report the bills are dead. The Chair decided the point not well taken, and from this decision Mr. Folger dissented. The vote on the question, "Shall the decision of the Chair stand as the judgment of the Senate?" was 16 Yeas and 16 Nays, Mattoon voting with the Democrats in the affirmative. The Lieutenant-Governor voted "Aye," whereupon Mr. Folger raised the point that the Chair had no right to vote to sustain his own decision, questioning it not only in a parliamentary sense, but as a matter of taste. Mr. Murphy and Mr. Nichols defended the Lieutenant-Governor, the former quoting the action of a previous Speaker, and the latter the action of Lieutenant-Gov. Church. Then a debate arose on that part of the levy setting apart 20 per cent of the Excise money for the support of schools not entitled to the Common School Fund. Mr. Morgan characterised this as an attempt to support parochial schools of the Roman Catholic faith, and said they should not be allowed. Mr. Van Petten was also opposed to this provision, but Creamer, Mattoon, Murphy, and Nichols defended it. The motion to strike it out was then withdrawn, and Mr. Murphy then moved to appoint a new Conference Committee, and it was carried. Messrs. Folger, O'Donnell, Crawley, Parker, and Morgan very plainly intimated that, unless a bill similar to that of the Senate should be agreed upon, it would not receive the sanction of the majority. They would not compromise on the House bill, no matter who urged it. The Chair appointed on the Conference Committee Messrs. Creamer, Genet, and Folger. The latter declined, as did also Stanford, and Van Petten. Mr. William was then substituted, and he accepted, but he repented of it afterward, and positively declined to serve. There was a great deal of interest taken in the proceedings of the Senate. Mattoon remained with the company he was in during Saturday. Not a single Republican Senator went with him, and the Democrats saw that they would have to compromise. The Committees were out until 9 o'clock, and then made their reports.

In the Assembly the reading of the City Levy occupied about half an hour, and then the report was adopted, Yeas, 44; Nays, 11. Mr. Selkreg said that in the past two years he had voted against these levies, and while he objected to many things in this one, still he knew there had to be a compromise, and as this report had received the sanction of Judge Campbell and Mr. La Bau and others, he should vote for it. The Nays were Messrs. Allaban, Barse, Berry, Cook, Day, Hackett, Hixon, Husted, Kilham, McLeod. The County Levy was then taken up, and passed—Yeas, 88; Nays, 15. Mr. Husted pitched into the $600,000 appropriation for the County Court-House. Mr. La Bau replied by attacking Husted, and saying that the appropriation was necessary, and had been considerably reduced over the original amount started for. The Nays were: Allaban, Husted, Barse, Selkreg, McLeod, Benj. Day, Hixon, Kilham, Root, N. P. Smith, Cook, Wright, Kendall, Hackett.

Then the Levies were sent to the Senate, where they received a little more consideration than they did in the House. The question coming up on the adoption of the City Levy, Van Petten made some remarks as an excuse for voting for them, which so incensed Senator Crowley, that he arose and said that it was very evident that Senator Van Petten did not know what he was talking about Folger said these were remarks to pave the way for a vote on the levy. Then Van Petten quoted the lines that it was "hard to part when friends are dear," and Folger wanted to know if the latter referred to the *price*. Mr. Williams tremblingly stood in his seat and tried to answer some questions of Mr. Morgan about appropriating 20 per out of the Excise fund for the support of schools in New-York, but it was evident he was very ignorant on the subject. Mr. O'Donnell arose and said that it was very evident that Williams was deserting his party, and should be ostracized; but the Senator gave as his excuse that he was merely standing on the ground taken by Judge Campbell and Mr. La Bau. Mr. Crowley put one or two shots into Van Petten and Williams, after which the roll was called, and every Democrat, with Van Petten, Mattoon, and Williams, voted in the affirmative. The vote on the County Levy was the same. Judge Campbell and La Bau were unquestionably honest in their votes, but there was not a man or woman in the Senate who could say the same of Van Petten and Williams. Their faltering manner and lame excuses convicted them before they were a minute on the floor. Two more such unmistakable cowards could not be found in Albany, and no one smiled at their cowardice more than Senator Mattoon. After the session was over, the latter made the particular request of your correspondent to state that he did not like the company he was in. He wanted some one with nerve, which they had not. Now it may stated that the compromise City Levy is about $1,500,000 less than it was in the Hodges bill, and the County Levy $600,000 less than it was in the same bill. The appropriation for the Court-House is $600,000. It should be stated that Senator Stanford was absent to-night, having to go home, but Senator Kennedy announced that if he had been present, he would have voted with the majority of his associates. It should also be stated that there were two Democrats in the House, Messrs. J. B. Pearsall and Tilden of Columbia, who joined with the Republicans last Friday, and voted against these levies. It should also be stated that the Citizens' Association consider these levies better than they have been for some years past. There is no doubt but they are less than last year, as the figures will show when printed.

Both Houses adjourned at midnight, after the customary speeches of the two presiding officers.

The Conference Committee on the amendments to the State Excise law agreed this morning to amend the law so that every person who lives outside of the Metropolitan Excise District who wishes to sell ale or beer must first obtain a license and pay $10 for it. In presenting the report to the House Mr. Bender said that although the Bill is not what a large class of citizens of the State and City of New-York desired, he admitted it was a concession to himself and the friends of his former proposition to amend the Excise Law. Both Houses agreed to-day on the bill making the appropriation for the extraordinary repairs of the canals. The bill now levies a tax of three-fourths of a mill. As originally urged by Democratic State officials, it wanted a tax of one and a half mills levied, and that their plans were defeated in one of the few things reflecting credit on the Republican majority of the Assembly. These State officials wanted this extra money for electioneering purposes this Fall, but they have not succeeded in their plans.

This afternoon there was a report from a Conference Committee, of which Senator Mattoon was a member. When its action was announced, Mr. Mattoon stated that he disagreed, because the bill was one of Senator O'Donnell's, and could not be an honest measure. Senator Folger rose to a point of order, saying that it was impossible for anything honest to come from the Senator from the XXIst (Mr. Mattoon). The chair (Lieut.-Gov. Beach) decided that Mr. Mattoon must take his seat, which he did, much to his chagrin, and the pleasure of the Senate.

There was a long fight in the House, to-night, on the bill abolishing the charter election in your city. Husted and Selkreg attacked the bill so severely that it was killed.

One of the most important bills which passed the Legislature and is now in the hands of the Governor is the following. It was urged principally by the Vanderbilt people and not seriously opposed by any other corporation:

SECTION 1. It shall and may be lawful for any railroad company or other corporation organized under the laws of this State, or of this State and any other State, and operating a railroad or bridge, either wholly within or partly within and partly without this State, to merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company or companies organized under the laws of this State, or under the laws of this State and any other State, or under the laws of any other State or States, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad with each other or by the means of an intervening railroad bridge or ferry.

SEC. 2. Said consolidation shall be made under the conditions, provisions and restrictions, and with the powers hereinafter in this act mentioned and contained, that is to say:

1. The Directors of the railroad companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of the said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroads.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at a meeting thereof called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail when their post-office address is known to the company, at least 30 days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town, or county where such company has its principal office or place of business; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement then that fact shall be certified thereon by the secretaries of the respective companies under the seal thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the Office of the Secretary of State, and shall from thence be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of State under his official seal, shall be evidence in all courts and places of the existence of said new corporation, and that the foregoing provisions of this act have been fully observed and complied with.

SEC. 3. Upon the making and perfecting such agreement and act of consolidation as herein before provided, and filing the same or a copy thereof in the office of the Secretary of State as aforesaid, the said corporations parties thereto shall be deemed and taken to be one corporation by the name provided in said agreement and act; but such act of consolidation shall not release such new corporation from any of the restrictions, disabilities or duties of the several corporations so consolidated, but nothing in this act contained shall allow any rate of fare for way passengers greater than two cents per mile to be charged or taken over the track or tracks of that railroad now known as the New-York Central Railroad Company, and the rate of fare for way passengers over the track or tracks now operated by the said New-York Central Railroad Company shall continue to be two cents per mile, and no more, wherever it is now restricted to that rate of fare, but nothing herein contained shall apply to street railroads.

SEC. 4. Upon the consummation of said act of consolidation as aforesaid, all and singular the rights, privileges, exemptions, and franchises of each of said corporations parties to the same, and all the property, real, personal, and mixed, and all debts due on whatever account to either of said corporations, as well as all stock subscriptions and other things in action belonging to either of said corporations, shall be taken and deemed to be transferred to and vested in such new corporation, without further act or deed; and all claims, demand, property, rights of way, and every other interest shall be as effectually the property of the new corporation as they were of the former corporations, parties to the said agreement and act; and the title to all real real estate, taken by deed or otherwise, under the laws of this State, vested in either of such corporations, parties to said agreement and act, shall not be deemed to revert or be in any way impaired by reason of this act, or anything done by virtue thereof, but shall be vested in the new corporation by virtue of such act of consolidation.

SEC. 5. The rights of all creditors of and all liens upon the property of either of said corporations parties to said agreement and act shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to preserve the same, and all debts and liabilities incurred by either of said corporations except mortgages, and duties of either of said corporations shall thenceforth attach to such new corporation, and be enforced against it and its property to the same extent as if said debts, liabilities and duties had been incurred or contracted by it. No suit, action, or other proceeding now pending before any court or tribunal, in which either of said railroad companies is a party, shall be deemed to have abated or been discontinued by the agreement and act of consolidation as aforesaid, but the same may be conducted in the name of the existing corporations to final judgment, or such new corporation may be, by order of the Court, on motion, substituted as a party. Suits may be brought and maintained against such new corporation in the Courts of this State, for all causes of action, in the same manner as against other railroad corporations therein.

SEC. 6. The real estate of such new corporation, situate within this State, shall be assessed and taxed in the several towns and cities where the same shall be situated in like manner as the real estate of other railroad corporations is, or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation shall in like manner be assessed and taxed in this State, as the number of miles of its railroad situate in this State bears to the number of miles of its railroad situate in the other State or States.

SEC. 7. Nothing in this act contained shall be so construed as to allow such consolidated company to charge a higher rate of fare per passenger per mile for any part or portion of such consolidated line than is now allowed by law to be charged by each existing company respectively; nor shall this act apply to street railroads, and nothing in this act contained shall be so construed as to affect and impair in any way the validity of any contract now existing between the Buffalo and State Line Railroad Company and the New-York Railway Company.

SEC. 8. All the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and of the several acts amendatory thereof or in addition thereto, shall be applicable to the new corporation so to be formed as aforesaid so far as the same are now applicable to the railroad companies of this State which may be consolidated with any other company or companies by virtue of this act.

SEC. 9. No companies or corporations of this State, whose railroad run on parallel or competing lines, shall be authorized by this act to merge or consolidate.

SEC. 10. This act shall take effect immediately.

NEW-YORK LEGISLATURE.

SENATE....ALBANY, May 10.

The Senate met at 9 o'clock.

THE VETOES SUSTAINED.

On motion of Mr. FOLGER, the veto messages of the Governor were taken from the table.

The veto of the bill relative to filling the vacancy in the office of Justice of the Peace at Lowville was first considered. The veto was sustained, 23 to 1—Mr. Mattoon.

The veto of the bill to authorize the appointment of a President *pro tem* of the Metropolitan Board of Police was sustained, 17 to 8.

The veto of the One-hundred-and-twenty-fifth-st. Railroad bill was sustained, 23 to 3—Messrs Cauldwell, Genet, and Mattoon.

The veto of the Avenue C Railroad bill was sustained, 23 to 3—Messrs. Cauldwell, Genet, and Mattoon.

The veto of the bill in relation to filling the vacancies of Justices of the Peace in the several towns of the State was brought up. Mr. FOLGER thought the Governor partly right and partly wrong, and favored passing over the veto. The veto was sustained, 15 to 15:

NAYS.

Chapman,	Humphrey,	Nicks,	Stanford,
Crowley,	Kennedy,	O'Donnell,	Thayer,
Folger,	Mattoon,	Palmer,	Van Petten.
Hale,	Morgan,	Parker,	

The veto of the bill to incorporate the Oswego Pier and Dock Company was sustained by 24 to 2—Messrs. Mattoon and Van Petten voting Nay.

THE TAX LEVIES.

Under the order of messages from the Assembly, Mr. TWEED called up the question of concurring in the amendments to the Taxy Levy Bill.

Mr. FOLGER raised the point of order that the Senate having agreed with the report of the Conference Committee, that they had failed to agree, and having discharged the Committee no further action could be taken, and that the bill is dead.

The PRESIDENT overruled the point of order.

Mr. FOLGER appealed from the decision. The Chair sustained by 16 to 16. All the Democrats and Mr. Mattoon voting Yea, and the Republicans voting Nay, the Chair giving the casting vote.

Mr. FOLGER raised the point of order that on a question of sustaining a decision of the Chair, the President cannot give the casting vote. Mr. MURPHY took issue thereon. The CHAIR overruled the point of order.

The question then being on concurring with the Assembly amendment, Mr. MORGAN asked for a division of the question so as to vote separately on the proposition to appropriate 20 per cent of the Excise fund for Sectarian schools in New-York. The proposition was discussed at some length by Messrs. Morgan and Murphy, when finally Mr. Morgan withdrew his request for a division, and Mr. Tweed withdrew his motion to concur in the Assembly amendments.

Mr. CREAMER moved that a new Conference Committee be appointed, which was carried—17 to 15; Messrs. Mattoon and Van Petten voting with the Democrats.

Mr. VAN PETTEN said he voted under a misapprehension, and moved to reconsider the last vote.

Mr. CROWLEY thought this idle, and said that it was vident the question must be compromised.

Mr. MORGAN said compromise was impossible. The Republican Senators have only to stand by the original Senate bill.

Mr. TWEED said there was no remedy for the dilemma except compromise.

Mr. FOLGER said the compromise must be in the Senate, and not with the Citizens' Association.

The motion to reconsider was lost—16 to 16; the President voting Nay, Mr. Mattoon voting with the Democrats.

The President appointed the following as such Committee of Conference: Messrs. Creamer, Genet, Folger.

The latter declined and Mr. Stanford was appointed. Mr. Stanford declined and Mr. Van Petten was appointed. Mr. Van Petten declined, and Mr. Williams was appointed.

Mr. O'DONNELL moved to instruct the Committee to insist on the original Senate bill, or on the Assembly bill as reported by its Committee. Lost, 16 to 16, Mr. Mattoon voting with the Democrats; the Chair, also, voting Nay.

The Senate then took a recess until the afternoon, awaiting the action of the Conference Committee.

AFTERNOON SESSION.

Mr. O'DONNELL introduced a bill, which was immediately passed, protecting the fishing interests in Lake Ontario, bays, estuaries, and River St. Lawrence.

The Assembly amendments to the bill for the construction of a new work, and extraordinary repairs on canals, were concurred in. The bill imposing a tax of three quarters of a mill involves an expenditure of about $1,500,000.

The report of the Conference Committee on amending the general Excise law, so as to retain the Senate amendments authorizing licenses to be granted for the sale of ale or beer for $10, was agreed to. Mr. Mattoon dissented.

The bill to incorporate the Brevoort Savings Bank, New-York, was passed.

On motion of Mr. VAN PETTEN, the Judiciary Committee upon investigating the gun contract was excused from reporting this session, and have leave to sit during the recess without expense to the State.

THE NEW-YORK TAX LEVIES.

The report of the Conference Committee on the Tax Levies was received. The report of the City Levy was concurred in—18 to 13. Yeas, all Democrats, and Messrs. Van Petten, Williams, and Mattoon. Nays, all Republicans.

YEAS.

Banks,	Edwards,	Morris,	Pierce,
Beach,	Genet,	Murphy,	Tweed,
Bradley,	Graham,	Nichols,	Van Petten,
Cauldwell,	Hubbard,	Norton,	Williams—18.
Creamer,	Mattoon,		

NAYS.

Campbell,	Hale,	Morgan,	Palmer,
Chapman,	Humphrey,	Nicks,	Parker,
Crowley,	Kennedy,	O'Donnell,	Thayer—13.
Folger,			

The report of the Committee of Conference on the County Levy was read and concurred in by the same vote as the City Levy.

At 10:45, the levies being disposed of, a concurrent resolution was adopted to adjourn at 12, midnight.

On motion of Mr. Thayer, a new Committee of Conference on the Canal Appropriation bill, was appointed as follows: Thayer, Morris, and Hubbard. Recess for three-quarters of an hour.

Messrs. Bradley and Creamer were appointed a committee to wait on the Assembly and inform them that the Senate was ready to adjourn. A Committee was also appointed to wait on the Governor.

At 12, midnight, Lieut.-Gov. Beach, after a few words of farewell, declared the Senate adjourned *sine die.*

ASSEMBLY.

On motion of Mr. HARTMAN it was resolved that if the Senate concur the Assembly will adjourn *sine die* at 12 o'clock to-day.

The SPEAKER appointed the following as the Committee of Conference on the tax levies: Messrs. La Bau, W. W. Campbell, Hitchman, Gleason, and Irving.

The Assembly took a recess for half an hour, and upon reassembling the Assembly concurred in the report of the Committee of Conference on the Canal Appropriation bill; also the State Excise Law.

BILLS ORDERED TO A THIRD READING.

For the construction of a railroad on Twenty-third-st., the charter to be sold at auction. Mr. Frear asked and obtained unanimous consent that said bill have now its third reading, and the bill passed, Mr. Selkreg alone voting No.

EVENING SESSION.

THE TAX LEVIES.

W. W. CAMPBELL of the Committee on Conference on the Tax Levies, made a unanimous report cutting down the City levy $1,800,000, and the County levy about $600,000. The report of the City levy was concurred in, 94 to 11. The report on the County levy was concurred in, 88 to 15.

The Senate bill to protect the fishing interests in Lake Ontario, its bays and estuaries, and the river St. Lawrence, was passed.

Messrs. Rich, Husted, and Ferris were appointed a committee to inform the Senate that the House was ready to adjourn; and Messrs. Hixon and Miller were also appointed a committee to inform the Governor the same.

Mr. JACOBS called up his resolution instructing the Canal Board to inquire into the expenditure of the building for the State a grain elevator in Buffalo. The resolution was adopted—43 to 24.

The Committee of Conference on the Canal Ordinary Repair Appropriation bill reported their failure to agree. Laid on the table, and the bill killed. Farewell speeches were made by Messrs. Selkerg, Judge Campbell, Jacobs. The Speaker, Mr. Younglove, made the closing speech, and at 12:20 declared the Assembly adjourned *sine die.*

IMPORTANT DECISION OF CHIEF-JUSTICE CHASE.

RICHMOND, Va., May 10.—Chief-Justice Chase this morning delivered an opinion on an appeal from Judge Underwood's decision in the District Court, declaring null a sentence of Judge Sheffey of the State Court, on the ground of Sheffey's ineligibility under the Fourteenth Amendment. The case was that of Cæsar Griffin, a negro, who was sentenced to the Penitentiary for shooting a man. The Chief Justice read the opinion of the Court, holding that, as the State Government in Virginia had been recognized during the war by Congress, first at Wheeling, and then at Alexandria, and the action of the Government in dividing the State had been recognized by the Federal Government, and Senators and Representatives elected by that Government had been allowed seats in Congress, it was under this Government that Sheffey had been appointed, and he was therefore a legal Judge as far as the State Government was concerned. The question now came up whether, being inilegible, he was absolutely removed by the operation of the Fourteenth Amendment. The United States District Judge had decided that he was, but in the examination of questions of the sort, great attention is properly paid to the argument of inconvenience, and a construction which must necessarily occasion great public and private mischief must never be preferred to a construction which will occasion neither, in so great a degree, unless the terms of the instrument absolutely require such a preference. The opinion here shows the anarchy which would be produced in a State by declaring past legal proceedings void. It then considers the character and intent of the third section of the Fourteenth Amendment, which are declared to be primitive, and such a construction is clearly against the provisions of the Constitution which deny to the Legislative authority power to deprive any person of his liberty or property without due process of law, or to pass *ex post facto* laws; and these, if there were no other grounds, are reasons for seeking another interpretation of the Amendment than that asked by the previous counsel.

The Fourteenth Amendment is not self-enforcing, and needs further legislation of Congress to enforce it; and two months after the judgment now being revised was delivered, Congress passed a joint resolution providing for the removal of all ineligible officers, showing that persons then holding office were held to be *de facto* officers, and also providing the means for their removal by the military. The Court said the Supreme Court had unanimously concurred in the opinion that a prisoner sentenced by a judge *de facto*, though not a judge *de jure*, could not be reached by *habeas corpus*. The decision of the District Court was reversed, and Cæsar Griffin was remanded to the State authorities.

In the United States Circuit Court, this morning, Peter Phillips, to be hung next Friday, upon a writ of