

THE COURTS.

The Fish-Union Pacific Railroad Case—Alleged Outing House Frauds—The Case of Captain Peabody—The Pacific Mail Steamship Company—The Hogan Will Case—A Case of Cruelty on Water Giving Out—Decisions.

UNITED STATES SUPREME COURT.

Decisions—Binding Effect of Compacts Between States—Causes Under the Constitution Act. WASHINGTON, March 6, 1871.

The following decisions were rendered in the United States Supreme Court to-day:—

No. 3. Original. The State of Virginia vs. The State of West Virginia.—This was a bill praying the validity of thecession of the territory of West Virginia to the State of Virginia. The defendant demurred to the bill, and the court now sustained the demurrer and dismissed the bill, taking the view that there was a compact between the two States to abide the decision of an election by the people of West Virginia. The result was in favor of West Virginia, and the result was in favor of West Virginia, and the result was in favor of West Virginia.

No. 25. 2d Circuit vs. The United States.—Error to the Circuit Court for the District of Virginia. This was a proceeding for the recovery of a debt by the United States against the defendant, and the result was in favor of the United States.

No. 14. At. T. P. Garnett vs. United States.—Error to the Supreme Court of the District of Columbia. This was also a proceeding under the District Court below against Garnett, and the result was in favor of the United States.

No. 82. Germania Fire Insurance Company vs. Francis.—Error to the District Court for the Southern District of Mississippi. The decision of this case is that as the declaration does not show on its face that one of the parties to the suit was a citizen of Mississippi, it is held under the act for the transfer of cases from the State to the federal courts, and that the District Court below had no jurisdiction to try it.

No. 87. The Fourth National Bank of New York vs. The New Orleans and Carrollton Railroad and Others.—Appeal from the Circuit Court for the District of Louisiana. This was a case in equity, involving conflicting claims in regard to the railroad, and the result was in favor of the bank.

No. 204. Ward vs. The State of Maryland.—Error to the Court of Appeals of Maryland. A motion to advance the cause on the docket was denied.

No. 47. Cook vs. The State of Texas.—Error to the Court of the Eastern District of Texas. A motion to dismiss the case was granted. The opinion was delivered by Mr. Justice Clifford.

No. 88. Leon vs. Union, and two other cases, Nos. 89 and 90.—Error to the Seventh Judicial District Court of Louisiana. Judgments affirmed.

UNITED STATES CIRCUIT COURT. Flak, Jr., and the Union Pacific Railroad Company. The suit, it will be remembered, was originally commenced in the State courts, and from thence transferred to the United States courts.

The suit, it will be remembered, was originally commenced in the State courts, and from thence transferred to the United States courts. On the motion of Flak an effort was made to get the case sent back again to the State courts; but Judge Nelson, whose opinion in this matter was recently published in the Herald, decided that the litigation must be completed in the federal courts.

Yesterday Flak's bill and complaint in the above entitled cause were filed in the office of the Clerk of the United States Circuit Court. As the facts set forth come within the scope of the act, before the suit, it may be out of place to notice them briefly over again.

Flak claims that the Union Pacific Railroad Company is a corporation which was formed for the construction of a railroad and telegraph line from the Missouri river to the Gulf of Mexico, and for the government the use of the same for postal, military and other purposes, from Omaha, Nebraska westward to a point where it shall meet a line of railroad from California, and which point was at or near the Great Salt Lake. The capital stock of the company is in shares of \$100 each, the number of shares being 100,000.

Flak states that he is a stockholder of the company, holding six shares of capital stock, which he bought in his name, and that he brings this suit on his own behalf and on behalf of the stockholders who may come in and be willing to contribute to the expenses of this suit. He alleges that, instead of the railroad and telegraph line, the construction of the railroad and the telegraph lines or making a reasonable contract with other persons for the use of the same, he and the directors, in order to secure to the directors who were stockholders and to favor certain stockholders and bring them great profits, to the exclusion of others, entered into an agreement by which the company issued or obtained the control of another corporation, the Credit Moulder, and made contracts with it for the purchase of the same, and the construction of 247 miles of the road at a price far in excess of the real cost, and had this contract assigned to him by the directors.

The Commissioner received his certificate, and the result was in favor of the United States.

UNITED STATES DISTRICT COURT. Before Judge Blodgett. The United States vs. Wells & Co.—This case, which is brought to recover \$400,000 from the defendants for having, as the complaint alleges, posted at the Oregon House through means of a wife to the weaver, was resumed at the sitting of the court. The defence has been entered on.

the plaintiffs it is also claimed that the defendants had guaranteed collection of an indebtedness owing from the North American Lloyd and Company to plaintiffs, and a competing final settlement, amounting to \$300,000 and upwards. The Pacific Mail Steamship Company formerly owned the steamer, and the North American Lloyd Steamship Company was a corporation organized under the laws of this State, which provides that the stockholders could not be held liable for the debts of the company, and that they were owing Loring & Co. and their corresponding firms the amount above mentioned. It is further said, that the defendants, in further said, were made between the Pacific Mail and North American Lloyd Steamship Company, that the steamer Atlantic and Baltic and the Western Metropolis, being run for the benefit of the latter company, on the latter's side made large advances, should be sold and bought in by Captain Taylor for the joint account of both steamship companies. It is further alleged that an agreement was entered into at the time of sale that a new company should be formed, and that the assets of the old company should be put in for \$1,000,000, and that this amount should be divided \$250,000 to the Pacific Mail and \$750,000 to the Lurings. In the last instance, and that three-fifths of the balance should go to the Pacific Mail Company and the remaining two-fifths to the Lurings. A new company was formed, the plaintiffs subscribed for \$250,000 of stock, and the defendant subscribed for \$750,000 of stock. The plaintiffs claimed to have been made on their account, amounting to \$500,000, under the agreement of the day. All day was consumed in submitting the evidence, mostly of a documentary character. As will be seen, the case is one of the most important in the history of the law, and of legal gentlemen employed on both sides. For the plaintiffs there appeared Messrs. James K. Hill, T. T. Buchanan and David Dudley Field, and for the defendant, F. L. Underwood and Charles O. Conner. The case is still on.

CONCLUSION OF THE TESTIMONY IN THE HOGAN WILL CASE. Before Judge Sutherland. Sarah C. Hatch vs. Clara M. Peabody.—This case, so long drawn out, with a promise of further interesting developments, was yesterday morning, contrary to the expectations of nearly everybody as regards the evidence, brought to an abrupt termination. The prosecution examined their concluding witness and rested, and thereupon the defence, instead of calling witnesses, submitted a proposition to let the case go to the jury on the facts as they stand. This proposition, however, was opposed as cutting off the laurels from an opportunity of display of their brilliant powers at special pleading, and it was finally argued by the opposing counsel, commencing at nine o'clock and continuing until ten o'clock, to which time the court adjourned.

COMMON PLEAS—TRIAL TERM—PART 2. Hudson River Railroad Bonds. Before Judge Joseph F. Daly. Mail vs. The Hudson River Railroad Company.—This case, the facts of which have already been published in the Herald, was yesterday summed up by respective counsel. Judge Daly reserved his decision.

COMMON PLEAS—SPECIAL TERM. The Leslie Divorce Case. Before Judge Robinson. Frank Leslie vs. Leslie.—The Court of Appeals having affirmed Judge Robinson's order directing the payment of alimony before plaintiff could discontinue his suit, a motion was yesterday made to settle the new order. Decision reserved.

COMMON PLEAS—GENERAL TERM. Decisions Rendered. Before the Full Bench. Thornton vs. Atkinson.—Order overruling demurrer affirmed, with costs. Hester vs. Country.—Order modified as suggested in opinion. Derry vs. Hartman.—Affirmed, with costs. Hester vs. Country.—Order modified as suggested in opinion. Derry vs. Hartman.—Affirmed, with costs. Hester vs. Country.—Order modified as suggested in opinion.

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JUDGE BEDFORD AND THE BAR.

Opening of the March Term of the Court of General Sessions—The Judge's Charge to the Grand Jury—He Opens a Campaign Against the Legal Shysters.

The March term of the General Sessions was opened yesterday morning, City Judge Bedford presiding. Notwithstanding the storm that prevailed the court room was well filled by lawyers and citizens, who were drawn thither by the expectation of hearing his Honor the City Judge deliver his charge to the Grand Jury. As is well known by those who have listened to these addresses every alternate month that they have been replete with important suggestions affecting the public good, expressed in ornate language and delivered in an animated and finished manner. These who were fortunate enough to be present yesterday enjoyed a rare treat in hearing a scathing rebuke dealt, on the one hand, to members of the legal profession known as "shysters," who degraded it by robbing their innocent victims, and then listened on the other hand, to a fitting and eloquent tribute to those members of the bar who adorn it by their culture and probity of character. Those "shysters" who were in court, if any there were, while Judge Bedford was charging the jury must have winced under the severe but well merited criticisms of his Honor. To the younger members of the legal profession—a profession to which Judge Bedford so feelingly refers when he likens it to a "splendid garden field with its choicest flowers," and of which he himself is so proud to belong—the admonition of the youthful judge will come with peculiar meaning and effect. The example so honorably presented in his own person in the important judicial position he fills and the influence exercised by him as a member of the Bench of the highest criminal tribunal in the State lends additional weight to his words of encouragement, as well as to his notes of warning. No doubt they will be well pondered on by the two distinct classes in the profession referred to, with the happiest results to both.

Mr. Theron R. Butler was selected to act as Foreman. After the jury were sworn Judge Bedford charged them as follows:—

THE CHARGE. MR. FOREMAN AND MEMBERS OF THE GRAND JURY:—I have the honor to direct your attention especially to all offences against the Excise and Usury laws, the laws to prevent the sale of tickets upon steamships and other vessels, and the laws to prevent fraud in the sale of tickets upon steamships and other vessels. I have also to direct your attention to the laws to prevent fraud in the sale of tickets upon steamships and other vessels.

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OUTRAGES ON THE OCEAN.

Trial of Captain Grindle, of the Steamer Old Colony, for Cruelty to His Crew. Opening Proceedings—Another Judicial Reprimand—Marshall General Sharpe Still Under a Cloud—Damaging Testimony Against Grindle—The Defence.

No late reports of cruelty inflicted by captains of vessels upon the seamen serving under them created greater abhorrence in the public mind than the charge preferred by two of the crew of the ship Old Colony against the commander of that vessel, Captain Grindle. The Old Colony sailed from Cadix, Spain, in August last, having on board two Spaniards—the complainants—Ramon Rau and Franco Frank. These men were unable to speak English and only depended upon the assistance of the impression that they were to be conveyed to a Spanish vessel. On discovering the deception practised upon them they appealed to the officers first and to Captain Grindle afterwards to be put ashore. This was refused and they were carried off as part of the crew. From putting to sea until the vessel arrived at this port these men were subjected, as charged, to the most inhuman treatment, and when subsequently taken in charge by the Marshal's deputies they were found in a most pitiable condition of filth, emaciation and general debility from the systematic course of ill treatment which they received.

Yesterday the trial of Captain Grindle was resumed in the United States Circuit Court, Judge Woodruff presiding. The court room was thronged throughout the day, large numbers having been attracted by a natural interest or sympathy for the men who were charged with the crime of excessive cruelty to defenceless men. The trial was continued until ten o'clock, when it was suspended by the adjournment of the court. The court adjourned at ten o'clock, when it was suspended by the adjournment of the court.

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MARRIAGES AND DEATHS.

Rev. Mr. Williams, James McKenney to Miss Mary Jane Todd, both of this city. Rev. Mr. Williams, James McKenney to Miss Mary Jane Todd, both of this city. Rev. Mr. Williams, James McKenney to Miss Mary Jane Todd, both of this city.

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WORKINGWOMEN'S HOME.

Mr. A. P. Stewart's New Building. On Fourth Avenue and Thirty-second and Thirty-third streets is the site of the proposed home for Workingwomen, now in course of erection. The building has already reached the height of four stories, and will be completed in about a month. The plan is a simple one, and the design is a model of its kind. The greatest height of the structure will be about 125 feet, consisting of eight stories, three of which are in Mansard roof. The length of front on Fourth Avenue will be about 100 feet; that on Thirty-second and Thirty-third streets about 200 feet. The main portion of the SUPERSTRUCTURE is composed of iron, and seems to be erected with a view to resistance to fire and strength.

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