

Completion of the Chain Binding the East and the West Together.

THE PACIFIC RAILROAD FINISHED.

Geremonies Attending the Laying of the Last Rail on the Road.

THE COUNTRY JUBILANT.

Interchange of Congratulations Between the Metropolis of the East and That of the West.

CELEBRATION IN NEW YORK CITY.

&c.,

In this city the completion of the Pacific Railroad was celebrated with a moderate degree of enthusiasm compared with the celebration of the event at the other end of the line, but nevertheless the occa-sion of the uniting of the extremes of the continent by rail was not allowed to pass without some mark of recognition by our merchants and the public authorities.

While the inhabitants of other cities and towns all along the line from Chicago westward were almost wild with delight over the consummation of the great work, and were celebrating the occasion with the most extravagant demonstrations of joy, the people of New York were content with simply displaying flags, listening to the pealing of chimes from Trinity or the services in that edifice. Though the celebration here was tame compared with that in the West and on the Pacific side of the conti-nent, it was none the less heartfelt. All who saw the display of flags, heard the chiming of the bells or the salute which was fired in the afternoon in the City Hall Park, were reminded that one of the greatest events of the present century was being celebrated, and all felt an honest pride in being citizens of a country through whose munificence this great road had been prosecuted and completed.

Those who in 1866 were inclined to mistrust the ability of the men in charge to complete the work within a reasonable time, had watched the progress of the construction with close attention, were inclined to doubt almost the evidence of their senses when they saw yesterday the announcement made by the demonstrations in this city that the great enterprise was completed. The most sanguine among the well-wishers of the work scarcely dreamed three years ago that in this short space of time the journey across the continent could be made entirely by rail within the space of a week. But the almost insurmountable engineering difficulties which were encountered have been overcome; the financial embarrassments which, in the inception of the work, threatened to materially impede its progress have been swept away; the doubters have been silenced; and to-day and, provided with every luxury which their means will permit, can be whirled across the continentover rivers, over and through mountains, plains and through valleys, and landed at San Francisco in the brief space of one week-a distance of

THE MUNICIPAL CELEBRATION. Flags were displayed from the City Hall and all the in honor of the great event. At 3:16 his Honor received the following despatch from Mr. A.S. Brown, Manager, announcing the driving of the last spike in

PROMONTORY POINT, May 10.

Hon. A. Oakey Hall; The last spike in the rail concerning the Atlantic and the Pacific by rail has been driven at 3:10 r. M.

A. S. Brown, Manager. On the reception of this message, at 3:16 P. M., Mayor Hall despatched the following message to the Mayor of San Francisco;

Mayor of San Francisco:

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 Eric Canal, the silver chain of Western inland seas was rivetted 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 welded together. Apart from the relations of this great event to Christianity, political economy, civilization, and patriotism, it justifies the metropolis in the pardonady 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 on time." So our flags are now flying, our cannon now booming, and in Old Trinity, at the head of Wall street, 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 faller magnetic sympathy? As for congratulations to you, phrases seem inadequate to foreful the full fruition to your golden-gated city of enterprise of this beginning of railway meterommunication. Therefore, let this 10th of May pass into the annals of San Francisco, New York, and of every hamlet, village, and town and city along the new highway as an ammyersary day.

A fled piece, which had been previously prepared,

A field piece, which had been previously prepared. was fired upon a signal from the Mayor, and a salute of one hundred guns announced the completion of

THE CHAMBER OF COMMERCE, in accordance with a resolution adopted at the annual meeting last Thursday, caused the following despatch to be sent to the Chamber of Commerce at San

Francisco:

New York, May 10, 1869—10 A.M.

The Chamber of Commerce of the City of New York desires to unite at noom 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 benefits 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 develop 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 circly, 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. Rugeles,

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

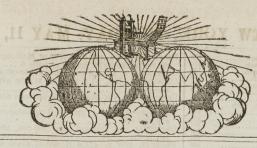
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SERVICES IN TRINITY CHURCH. About noon "Old Hundred," "Red, White, and Biue," ''The Star-spangled Banner," and changes were rung on the chimes of Trinity Church, after which special religious services were held in the sanctuary. The services opened with the "Proces-

sional Hymn," commencing:

The depths of earth are in his hand, Her secret wealth at his command; The strength of hills that reach the skies subjected to his empire lies The order was then as follows: The Lord's Prayer; Collects for the Fourth, Seventh, and Eighth Sur



VOL. IX. NO. 2824.

NEW YORK: TUESDAY, MAY 11, 1869.

PRICE FOUR CENTS.

days after Trinity-"Direct us, O Lord," "The Grace of our Lord Jesus Christ," &c.; Te Deum Landamus; Lesson—Deuteronomy, viii., 5, 7; Psaim c.—79th Selection—Tune, "Old Hundred;" The Ante-Communion Service; Nicene Creed; Anthem-"The Lord is Great;" Address; Gloria—"Glory be to God on High, and on Earth Peace;" Offertory; Prayer for the whole State of Christ's Church Militant here in Earth; Benediction.

The address was delivered by the Rev. Dr. Vinton,

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 prospect, 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 indicate the tendency to a division of our country into two great republics, separated by the Rocky Mountains, suggesting a tendency to disumion. But the Pacific Railroad counteracts this tendency to disumion, and binds the States of the Atlantic and Pacific into one. The Roman roads unified the Roman Empire, but they were, under Divine Providence, a highway for the gospel also. So this Pacific Railroad is a u-ans for the propagation of the church and the gospel from one end of the earth to the other—from the last born of the church and the gospel from one end of the

After the address the special prayer for the day as recited, as follows:

After the address the special prayer for the day was recited, as follows:

O God, the Creator of the ends of the earth, Who upholdest all things by the Word of Thy power, without Whom nothing is storag, 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 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 is power and to give strength until. Now, therefore, our God, we thank Thee, and praise Thy glorious name, through Jesus Christ our Lord. Amen.

The chimes were rung again after the services,

The chimes were rung again after the services, and the celebration closed

CELEBRATIONS ELSEWHERE,

Washington. There was an interested crowd, principally members of the press, in the receiving of the Western Union Telegraph Office, watching the instrument which was in connection with that at the junction of the Union Pacific and Central Railroads. The operator at the latter point about two o'clock telegraphed "Keep quiet; when the rail is laid I'll say done." Next came a despatch "Almost ready." Then, "Prayer is being offered; after I say done I will close the current so you can tell 'tis finished." Another despatch announced the prayer ended, and the formal presentation of the spike. Shortly after this the signal of striking the first blow was given and then other blows, the last rail having been fastened at 2:45 P. W. Washington time. The word from the operator "done" was prenounced and the circuit closed. A little bell attached to the instrument gave voice to the pulsation of the wires.

news was received of the dr ving of the last spike of the Pacific Railroad. The 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 bells ringing, and flags were immediately hoisted everywhere. A large of Independence Hall, with screaming whistles, hose carriages, bells ringing, &c. Joy was impressed 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.

Scranton 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 inhabitants.

A large crowd of citizens assembled at the Board of Trade rooms to hear the announcement by telegraph of the driving of the last spike in the rail conecting the Atlantic coast with the Pacific. The telegraph wire was attached to a large gong bell, and at 2:41, 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 Hon. D. S. Bennett, Henry A. Richmond,

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

dent Colfax received the following despaten:

PROMONTORY STMMIT, Utah, May 10.

To Hon. Schwiler Colfax, Vice-President:

The rails were connected to-day. The prophecy of Benton to-day is a fact. This is the way to G. M. Dodge, John Duff, Sidney Dillon, T. C. Durant.

T. C. Durant.

In the evening Vice-President Colfax, Lieutenant-Governor Bross, and others addressed a large audience at Library Hill, 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 fireworks,

bonfires, illuminations, &c. From the Plains.

St. Louis, May 10. Omaha despatches say that telegrams fr no City report the trouble with the amicably settled. The railroad and to dcials left this afternoon for , attend the laying of the last entral Pacific officials deny that Promonto the Unio ald not reach the meeting point at Prom before the 10th inst., they areir own rail yesterday. They e to meet, of the Union Pacific, or bad management of the offid in their own way. Judge Levi v York, President of the Southern Kansas, down the Neosho Valsmith. Arkansas, arrived here last panied by the following New York rancis Skiddy, Robert S. Stevens. mison, Theodore Johnson, and A. The party leave this afternoon n City, for the purpose of making on of the road. The road is a feeder to

menced in December last. Sixty miles will be built by next September, and the whole road is under contract. The company have a grant of 1,350,000 acres of land, and \$810,000 in county bonds have been subscribed towards the road by the counties through which it passes. Five thousand emigrants from Copenhagen have paid their passage, and thirty thousand Swedes are expected during the season, to settle on the lands belonging to the road.

HISTORY OF THE ROAD.

The Dreams of Years Recome a Fact
Grants to the Road-Mining and
Other Interests.

At last the dream of years has become a fact, the aspirations of a continent have been realized. The Atlantic and Pacific are united with an iron bond; from the Narrows to the Golden Gate there is railroad communication,

Who first conceived the idea of uniting the eastern and western shores of this continent is as vexed though a far more interesting question than the Radical conundrum who nominated General Grant. The value, or rather the necessity of national roads through unsettled countries, has always been recognized, and probably some early Appius of this Western World designed to build an interoceanic high road. There are records of various expeditions from time to time, which had, with more or less success, the same object in viewthe survey of the West and a passage to the Pacific. The aspiration which gave the world America is that which has given us the Pacific Railroad. From Columbus to Thomas H. Benton there has been but one prevalent idea, "There lies the West, there is India." Within the memory of men still youthful the prospect of building a railroad was first suggested. Asa Whitney not thirty years ago addressed lyceums and State Legislatures advocating a line from the Prarie du Chien across the Rocky Mountains, via South Pass to Puget's Sound, a branch line connecting with San Francisco. Thomas H. Benton, of Missouri, alive to the necessities of the hour, introduced a bill into the Senate in 1850 authorizing what may be called a stepping-stone railroad, con sisting of links of railroad, occasionally interrupted by what were then supposed to be insuperable natural difficulties. Three years later Congress anpropriated \$150,000 for six surveys of proposed routes for the Pacific Railroad. These were under the supervision of the War Department, and conducted by able officers (among whom were McClellan, Pope, Whipple, Saxton, &c.), who did much to develop rect notions on the physical characteristics of the West. The year subsequent Congress made two appropriations of \$40,000 and \$150,000, to complete the surveys. Three additional routes were also surveyed. The result has been pubhished in thirteen volumes. Mr. Jefferson Davis, then Secretary of War, entrusted to Captain Humphreys the duty of estimating the relative value of the various routes explored and proposed Urgent as the desire at this side was to build a rail road to the Pacific, it was fully equalled by that of the men of the Pacific slope, who saw in it rapid transit, cheap rates, and a New York, not to say a European market for their produce. In 1859 and 1860 the ideas of the railroad were discussed and legislated upon in Congress. In July, 1860, ground for one section was broken at Kanzas City. In November, of that year, a mass meeting was held at the Cooper Institute, in this city, to advocate the idea. During the two subsequent years, various bills essential to the enterprise were introduced and passed by the Senate

and House of Representatives. THE NATIONAL CHARTER GRANTED. In July, 1862, President Lincoln signed the act granting to the proprietors a national charter. In October of the year following a preliminary organization was formed. Then the formal organization of the Union Pacific Road was completed, with fifteen directors selected by the stockholders and five by the government. The authorized capital of the Union Pacific Branch was \$100,000,000.

E UNION PACIFIC LINE COMMENCED. The first contract for its construction was made it August, 1864, but owing to various delays which arrested the progress of the work, it was not until January, 1866, that the first forty-one miles of the Union Pacific Read had been Before the January following, 305 miles were finished. Another year saw 540 miles in. At the commencement of 1869, 820 miles were in operation, and to-day the Union Pacific Railroad is united to the Central Pacific Road, forming nearly 1,750 miles of railroad between Omaha and Sacramento.

THE RATE OF CONSTRUCTION. The following will show the rate at which the Union Pacific Company built its line:
 In 1865.
 40 miles.
 In 1869.
 425 miles.

 In 1866.
 265 miles.
 In 1869.
 105 miles.

 In 1867.
 245 miles.
 105 miles.

Total......1,080 miles. GRANTS TO THE PACIFIC RAILROAD. It is almost superfluous to state that the Pacific Railroad consists of two great divisions, the Union Pacific, starting from Omaha, and the Central Pacific, extending from Sacramento to Salt Lake, extending across California, Nevada, and Utah, until met by the Union Pacific. These constitute the National Pacific Railroad line. In their construction they re ceived very important aid from Congress in the folowing respects: 1. The right of way through the Territories. 2. Absolute grant of twenty alternate sections (1,280 acres) per mile of the public lands through which the road runs; the right to use the coal, iron, or timber thereon. 3. A special issue of six-per cent. bonds of the United States, proportioned to the length and difficulty of the line, to be delivered to the companies as the work progresses The proportion in which these bonds were distributed was, between the Missouri River and the Eastern base of the Rocky Mountains (a distance of 525 miles), \$16,000 per mile; across the Rocky Mountains (150 miles), \$48,000 per mile; across the Great Basin (900 miles), \$32,000 per mile; across the Sierras Nevadas (150 miles), \$48,000 per mile; thence to San Francisco (120 miles), \$16,000 per mile. The follow-

ing table shows the rate of construction. | In 1863 | 20 miles | In 1867 | 46 miles | In 1864 | 20 miles | In 1868 | 363 miles | In 1865 | 20 miles | In 1869 | 199 miles | In 1866 | 30 miles | Total | 698 miles | Now that the road is complete 1 it would be inter-

esting were it possible to calculate its benefit to the country. But this involves so many elements that even were statistics on the points available they would still prove unsatisfactory. Generally it may be said that railroad communication between to exercise its influence on the markets of the world. Communication between Calcutta, Hong Kong, and Liverpool will be measured by days in stead of weeks. Facilities for the interchange of merchandise will be increased. Immigration will receive the aid of a most powerful auxiliary. apparent that any attempt to show the extent of the influence of the National Pacific Railroad in these matters must be wholly imaginative. But they afford a fine field for the exercise of that faculty.

THE MINING INTERESTS. With reference to the mining interests of the Pacific Coast, which will be materially benefited by this road, we have some statistics which, coming to us

under government authority in the reports of the
United States Commissioner of Mining, possess a
certain reliability:
1861 \$43, 391,000 1865 \$\$70,000,000
1862 49,370,000 1866 75,000,000
1863
1864 63,450,000 1868 75,000,000
Estimated to be distributed thus:
California\$25,000,000
California\$25,000,600 Oregon and Washington
Oregon and Washington 5,000,000
Oregon and Washington 5,000,000 Montana 10,000,000
Oregon and Washington 5,000,000 Montana 10,000,000 Idaho 5,000,000 Nevada 20,000,000
Oregon and Washington 5,000,000 Montana 10,000,000 Idaho 5,000,000 Nevada 20,000,000
Oregon and Washington 5,000,000 Montana 10,000,000 Idaho 5,000,000 Nevada 20,000,000

The receipts of bullion, mostly silver, from the s Pacific Railroad. The survey was com | State of Nevada :

OTHER INTERESTS.

Mcreover, the trade of the Western shores is rapidly increasing. The attention of the inhabitants has been directed to the capabilities of their soil and climate for agricultural products. The crop of cereals in California and Oregon already exceeds in value the annual gold product, and breadstufts now form the chief items of export of these two young States, which, a few years since, imported them. No less than 160 first-class vessels have been freighted from the port of San Francisco during last year with wheat and flour, destined mainly for European consumption, valued at \$10,000,000. The wheat crop of California alone, in 1865, was 8,000,000 bushels; 12,000,000 bushels in 1866; and in 1867 the crop was estimated at 15,-000,000 bushels: and in 1868, at 16,000,000 bushels. The wool crop of 1868 was 5, 250, 000 pounds, and that of 1866, 8,000,000 pounds. California leather and hides have a high rank in Eastern markets. The wine and fruit culture, although still in its infancy, promises to be a large source of revenue. The coast abounds with excellent timber, and besides gold and silver, has valuable mines of quicksilver, lead, iron, coal, borax, and cobalt. It may also, in this connection, be stated that the Cits of San Francisco is one of the finest sea ports in the United States. In 1866 the tonnage of the vessels connected with or arriving at that port was 765,940 tons; in 1867 it was 901,425 tons. The arrivals in 1868 were 3,315 vessels, of 1,098,161 tons.
The passenger traffic from distant points in 1867 was 33,871, and nearly double that number last year.

TABLE OF DISTANCES.

The leading points on the line, and their distance

The second beamen on the s		
from Omaha, will be found in	the following	table:
	Dist. from	Elevation
	Omaha. abe	
Stations.		. Feet.
Omaha		967
Fremont	46	1,215
Columbus	. 91	1,455
Kearney	190	2,128
North Platte	290	2,830
Julesburg	377	3,557
Cheyenne	517	6,062
Sherman, summit of Bla	ck	0,002
Hills	550	8, 262
Laramie	576	7, 134
Benton	690	7,534
Green River	820	6,092
Fort Bridger	845	7,009
Weber Canon	995	4,654
Humboldt Wells	1,213	5,650
Humboldt Lake	1,493	4,047
Big Bend Truckee	. 1,534	4,217
Truckee River	1,602	5,866
Summit of Sierras	1,616	7,042
Cisco	. 1,624	5,711
Alta	1,652	3,625
Alta Colfax	1,667	2,448
Sacramento	1,721	56
Stockton	1.766	22
San Francisco	. 1,845	
	Secretary Secretary	
	-	

FROM WASHINGTON.

WASHINGTON, May 10.

NASHVILLE POSTMASTERSHIP. Postmaster-General Cresswell to-day finally appointed Enos Hopkins Postmaster at Nashville, vice Embrie, removed. There has been a notable fight over this place. The Tennessee House members banded against Senator Fowler and beat him.

A HOPELESS RADICAL. Mr. Trumbull goes to Illinois to day—a man thoroughly hopeless of the present administration. He has made the appointment of a friend or two to consulates as a personal favor to himself. His requests have been refused by General Grant, although they were favored by Mr. Fish. Mr. Trumbull declares he is slaughtered because, and only because, he voted against impeachment; and he declares to those whose claims he has been vainly pressing that he has no influence left, and he grimly advises them to be as independent of the administration as he is.

THE FRENCH MISSION.

William Cullen Bryant as Minister to France, in case Mr. Washburne can be induced to resign. Senator Fenton is not in favor of the appointment of Mr. Bryant.

ANOTHER EFFORT. Colonel Alfred M. Wood, who was a candidate for the general order business in New York, is said to have renewed his efforts.

THE CAPITOL is the scene of great bustle. The Senate and House floors have been stripped of their carpets, desks, and seats; the committee-rooms have been similarly every day. The force of police and messengers has been reduced to minimum proportions, and

SENATOR SPRAGUE

is to make a trip through the South in the interests of his new plan. He is not to go to Rhode Island till his return, so his friends say, and meantime the Goddard who is laying for him is to be conciliated or annihilated. Sprague's candidate for Anthony's seat is ex-Governor James Y. Smith, who was Anthony's competitor when he was elected, as Sprague says, by his (Sprague's) in-

SENATOR MORTON, Advices from Senator Morton report his safe arrival at Indianapolis, where he is busily engaged on the speech he is to deliver at Gettysburg on the coming Fourth of July. It is to be a consideration of the progress of liberty in the world during the past ten years. Concerning the present of his party, Mr. Morton declares that within this administration must be achieved a resumption of specie payments, or it will lose the election of 1872. He is hopeful that

TAXATION OF BANKERS AND BROKERS. A committee of stock brokers and bankers from New York arrived to-day to get the Revenue Bureau to extend the time in which they are required to pay the tax on temporary loans as capital. They complain that they are unable to make out their returns each month in the time exacted by the assessor. The Commissioner being absent, the delegation were informed that no decision would be made until he returned. It was further intimated that the brokers intended to test the legality of this tax in the courts.

CONSULAR APPOINTMENTS. The President had an interview with Secretary Fish at the State Department this afternoon, and revised, it is said, the recently confirmed list of consular appointments. Some of these, it is discovered, were wholly unfit to be made, and the commissions of such will be revoked. VIRGINIA.

It is understood that the Cabinet will discuss to-morrow the submission of the Virginia constitution to a popular vote, decide what portions shall be voted on separately. A delegation of Virginians, composed of Hon. Joseph Segar, J., M. Berkely, Mayor of Alexandria, Mr. James Stewart, Hon. H. S. Martin. Hon. Lewis McKenzie, and Mr. Massey, Postmaster at Alexandria, visited the Presiden this afternoon for the purpose of having a conference with him relative to the approaching constitutional election, and designating such parts of the constitution as they desire to have claims to represent the conservative Republican

THE PACIFIC RAILROAD COMMISSIONERS The Secretary of the Interior has received letters of acceptance from Messrs. Frederick A. T. Tritle. James W. Harris, and Wm. Sherman of Sacramento recently appointed Government Commissioners to examine the Central and Western Pacific Railroads. These gentlemen are now in California, and wil receive letters of instruction from the Interior Department at an early day, preparatory to entering pon the discharge of their duties.

Commissioner of Education Barnard had an interview with the President on Saturday, and requested that he might be retained at the head of the Bureau

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 000
 of Education after its transfer to the Interior Department of Education after its tran NO DRAMS.

Persons who desire to obtain office in the Internal Revenue Bureau will be interested to know that a prerequisite to appointment therein is required in shape of a solemn oath of total abstinence from every kind of intoxicating drink.

A LITTLE EXCURSION. Mr. Thornton, the British Minister, accompanied by Captain Ward and some other gentlemen of the Legation, contemplate leaving this city to-morrow

oil wells of Pennsylvania. GOING TO ITALY. M. Cerutti, the Italian Minister, is on the eve of

on a tour of observation among the coal fields and

his departure for Italy.

ANNEXATION OF SAN DOMINGO. Mr. Fabens, the confidential agent of the San Domingo government, recently had an interview with Secretary Fish. The subject of annexation will receive official consideration at an early day. The parties interested in the annexation movement furnish an extract of a letter from Professor Gabb, who says he has prospected two hundred square miles of gold bearing territory, surpassing in richness any known portion of California and Australia.

NAVAL APPOINTMENT. A short time ago Admiral Farragut was tendered the post at New York, but having declined it, Rear-Admiral Stringham was to-day appointed to the position.

CUBA.

Fighting Reported to be Going On Near Nuevitas.

HAVANA, May 10.—Captain-General Dulce, with the volunteers who accompanied him, has returned from his visit to Matanzas

Fighting is reported to be going on near Nuevitas. No particulars have come to hand. The United States sloop-of-war Saratoga arrived to-day.

The Havana Journals and the Steamer Quaker City. HAVANA, May 10.—The Havana press praise the American authorities for their prompt action in de-

taining the steamer Quaker City. No important news has been received to-day from the interior. Details of the fighting around Nuevitas are still wanting.

Cuban News via Washington—An Army of 25,000 Revolutionists in the Field—Nothing but American Recog-nition Now Needed.

WASHINGTON, May 10.—The government to-day received advices directly from the insurrectionary portion of Cuba, giving information as to the movements in that quarter. Parties here in the interest of the Cubans state there are now in the Cuban army 25,000 men; 2,500 of whom are Americans and that about 3,000 of the latter nationality have recently been added to the number. It is said by the representatives of the revolutionary army of Cuba in Washington that success would be placed beyond a doudt if the United States would recognize the belligerent rights of those who are trying to effect the independence of Cuba, and in that case the men and money already promised would be furnished in abundance.

The Cuban Excitement in New Orleans—Duel Between a Spaniard and a Cuban.

NEW ORLEANS, La., May 10. - A duel was fought to-day between a Spaniard and Cuban, growing out of the cries of "Death to Spaniards" in a recent procession of Cubans and their sympathizers. The Cuban is badly wounded, and the Spaniard is unhurt. A general challenge has been extended from a Spaniard to all who indulged in the cries during the procession. Another duel is reported as already ar-

The Cuban Expeditions.

The United States District-Attorney, Mr. Pierrent, received two letters vesterday fro ral terms, to take proceedings against any party or parties who may be found violating the neutrality laws in this city, provided sufficient proof be furnished to justify the apprehension of the parties. The exact contents of these letters cannot be made public at present. The instructions to the District-Attorney were communicated to Mr. Barlow, the United States Marshal, who will begin with investigating the case of the steamer Quaker City, lying at the foot of Twelfth street, East River.

It was rumored around the Marshal's office vesterday, that another vessel with war materials for the Cuban insurrectionists, had sailed from one of the East River piers. Mr. Barlow, however, professed to have no knowledge of such an occurrence.

Important Instructions Sent to Admiral Hoff—Searching of American Merchantmen by Spanish War Vessels to be Resisted.

Washington telegram to the Tribune.]

[Washington telegram to the Tribune.]

Washington, May 9.

The Secretary of the Navy has called the attention of Admiral Hoff, commanding the North Atlantic Squadron, now in Cuban waters, to the fact that armed Spanish vessels are in the habit of searching American merchantmen, not only in Spanish waters, but in the neutral waters of the Gulf of Mexico, for the purpose of ascertaining if any deserters are concealed in those vessels, or that they contain arms and other contraband material for the insurgent Cubans. The Department directs that the Admiral keep a vigilant watch hereafter, and prevent any such infraction of international law, and advise him that his duties are to protect not only American citizens, but American commerce as well. He is also ordered to prevent American war vessels from searching merchant vessels, it being their duty to protect American trade, and not to molest it.

Plan to get President Grant to Declare in Favor of the Annexation of San Bomingo to the United States—The Effect on the Cuban Revolution.

[Washington telegram to the Evening Post.] A new movement is on foot here, which, if suc-cessful, will materially strengthen the Cuban cause. Prominent Americans are endeavoring to induce the cessful, will materially strengthen the Cuban cause. Prominent Americans are endeavoring to induce the President to take some step or make a declaration showing his approval of the plan annexing the Island of St. Domingo to the United States, and that he is in sympathy with any movement which has this object in view. This would be merely an open declaration on the part of the President, of what he does not hesitate to admit in private conversation, and to a certain extent an official announcement of these views. When this is done it is claimed, by those who are urging this cause, that President Baez, of St. Domingo, will at once reorganize the belligerency of the Cubans, and extend such ald as will insure their success in obtaining their independence. As the island of St. Domingo is but a few hours sail from Eastern Cuba where the insurrection is strongest, this would give the insurgents a strong point from which to snip munitions of war, and commit depredations upon Spanish commerce with small vessels which could run out of and into the harbors at pleasure. This plan, it seems, was proposed several days ago, but kept secret for the fear that it would be frustrated. Whether it is successful or not, persons well informed as to Cuban movements assert with great confidence that St. Domingo will soon recognize the Cubans as belligerents.

A Virginia Decision by Chief-Justice Chase.

RICHMOND, 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 Sheffy of the State court on the ground of Shefty'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 tha 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 ing 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 judge de jure, could not be reached by habeas contradiction of the District Court was reversed Cæsar Griffin was remanded to the State au ites.

ALBANY.

The Final Adjournment of the Legislature.

PASSAGE OF THE TAX LEVIES

The New York City Levy Cut Down \$1,800,000, and the County Levy \$600,000.

NO CANAL APPROPRIATIONS.

ing in the extreme.

[SPECIAL DESPATCH TO THE WORLD.]

ALBANY, May 10. The Senate has been alternating between sessions and recess all day. The Assembly, not having any particular business, have held two or three mock sessions to pass away time, which have been amus-

The tax levies were early in the day referred to a conference committee, and while this Committee was out the two Houses were engaged on the Canal bills. Two or three Conference Committees had to be appointed before the Tax bills could be agreed upon. One was passed during the day, but the other was held and knocked back and forth between the two Houses until almost to the hour of adjournment.

There was a great danger that the Legislature would adjourn without any appropriations for the canals. It is a remarkable fact that the Democrats, having been the friends of the canals, and with the assistance of the Republican members from Syracuse and Buffalo, managed to get one bill through. Such Republicans as Ex-Lieutenant Governor Alvoid are very severe in the denunciation of the majority of the Republicans in the Legisla-

ture on this canal question. The Committee of Conference on the tax levies were out from twelve o'clock at noon until ten o'clock to-night, when they came in and announced that they had unanimously agreed on a report. In presenting the report it was announced that the city levy was reduced \$1,800,000, and the County levy \$600,000. Both of the bills were then passed by the Assembly; taken to the Senate, and then another contest took place, in which Senators Crowley, Folger and Morgan were plainly greatly annoyed over the fact that they were not able to secure that political capital which they have been aiming at in this measure, to make up for their unpopularity. Last year these men tried to injure Governor Fenton by sending the tax levy to him as objectionable as possible. This year they have been laboring to throw odium on the Assembly Committee; failing in this they have turned to abusing such Senators who voted with such men as Judge Campbell for the tax levies. Both bills finally passed the Senate, and will now be sent to the Governor.

This is the first time for many years that the regular Canal Appropriation bill has failed to past, and this time it arose from the fact that the House tried to incorporate extraneous matter in the bill.

At midnight the presiding officers of the two houses delivered their farewell speeches, and the Legislature of 1869 adjourned sine die.

THE STATE LEGISLATURE.

Senate.

VETO MESSAGES CONSIDERED.

The Senate met at 9 o'clock. 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 Street 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 vacancies

e veto of the bill in relation to The veto of the bill in relation to filling vacancie of justices of the peace in the several towns of the State was brought up. Mr. Foiger thought the Governor partly right and partly wrong, and favore passing over the veto. The veto was sustained, It to 15—Messrs. Crowley, Folger, Hale, Kennedy, Mattoon, Morgan, Nicks, O-Donnell, Pulver, Parker Stanford, Thayer, Van Petten, Chapman, and Humphrey, voting no. Humphrey, voting no.

The veto of the bill to incorporate the Oswego Pier

and Dock Company was sustained by 24 to 2—Me Mattoon and Van Patten voting no.

Mattoon and Van Patten voting no.

THE TAX LEYY BILL.

Under the order of messages from the Assembly,
Mr. Tweed called up the question of concurring in
the amendment of the Tax 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, and the
Chair was sustained by 16 to 16, all the Democrats,
and Mr. Mattoon, voting sye, and the Republicans
voting no—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, and the Chair overruled the
point of order.

The question being on concurring with the Assem

point of order.

The question 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 twenty per cent, of the excise fund for what he termed sectarian schools in New York

The proposition was discussed at some length by Messrs. Morgan and Murphy.

Mr. Morgan and Murphy.

Mr. Morgan withdrew his request for a division.

Mr. Tweed withdrew his motion to concur in Assembly amendments,

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

Messrs. Mattoon and Van Petten voting aye with the Democrats.

Mr. Van Petten said he voted under a misapprehension, and moved to reconsider the last vote, Mr. Crowney thought this idle and said that it was evident the question must be compromised.

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

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

Mr. Folcers said the compromise must be in the Senate and not with the Citizen's Association.

The motion to reconsider was lost—16 to 16; the President voting no; Mr. Mattoon voting no with the Democrats.

The President appointed the following as such Committee of Conference: Messrs. Creamer, Genet, and Foiger. The latter declined and Mr. Stanford was appointed.

Mr. Stanford declined and Mr. Van Petten was appointed.

Mr. Van Petten 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 'no."

Recess.

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.

mediately passed, protecting the fishing interests in Lake Ontario. bays, estuaries, and River St. Lawrence, into the was prorthe fear successan move-Domingo ints.

The Senate concurred in the Assembly amendments to the bill for the construction of a new work and extraordinary repair on canals. The bill imposing a tax of three-quarters of a mill involves an expenditure of one million and a half of dollars.

The reports 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 ten dollars, was agreed to. Mr. Mattoon dissented.

Beevoort Savings Bank.

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

The Gun Contract.

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

The report of the Conference Committee on the tax levies was received. The report of the city levy was concurred in—18 to 13. Ayes all Democratis, and Messrs. Van Petten, Williams, and Mattoon, Nays all Republicans.

Ayes—Messrs. Banks, Beach, Bradley, Canldwell, Cremer, Edwards, Genet, Graham, Hubbard, Mattoon, Morris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Messrs, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Warphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Mattoon, Worris, Murphy, Nichols, Norton. Pierce, Tweed, Van Petten, Williams, and Messrs, Worris, Worris, Worris, Worris, Worris, Worris, Worris, Worris, Worris, Wo