

CONGRESS.

Senator Conkling's Views of the Crisis.—In the Senate, January 4, Mr. Conkling presented a petition of prominent business men of the city of New York in favor of an amicable settlement of the presidential contest.

In laying this petition before the Senate, it may not be amiss to add an avowal of my sympathy with its appeal for orderly, lawful and patriotic action. In executing the Constitution in any instance, and especially in an instance so grave as the one referred to, partisan feeling, as a guide and rule of action, can rightfully have no place.

Mr. Reagan (Dem.) of Texas moved to strike out the fifth section of the bill which excludes from its benefits those who are laboring under political disabilities.

Mr. Rusk (Rep.) of Wisconsin opposed the motion as one the effect of which would be to make Jefferson Davis a pensioner of the government.

The bill allows a pension of eight dollars a month to all who served sixty days in the Mexican or thirty days in the Florida and Black Hawk wars, and to their surviving unmarried widows.

vote for President would be peaceably and lawfully counted.

Mr. Wright's bill was then referred to the Senate select committee on the count of the Presidential vote.

The State of Colorado.—In the House, January 3, Mr. Knott, from the judiciary committee, presented the report of the committee on the admission of James B. Belford as representative of the State of Colorado, with a resolution declaring that Colorado is a State of the Union, and that Mr. Belford should be admitted as a representative.

Mr. Hurd (Dem.) of Ohio presented a minority report, recommending the passage of an act admitting Colorado as a State. Both reports were recommitted.

No Pensions to Rebels.—In the House, January 4, in committee of the whole, the bill granting pensions to certain soldiers and sailors of the Mexican, Florida and Black Hawk wars was taken up.

Mr. Johnson has changed the time for opening his Gallery here, as will be seen by referring to the next page.

—This being the Week of Prayer, religious services are held in the evening at our churches.

—The frequent and heavy storms of the past ten days have delayed trains on the railroads, and caused the mails to be late and irregular.

FIRST NATIONAL BANK OF MORRISVILLE.—At the annual meeting of the stockholders of this bank, held yesterday, the following named persons were elected Directors for the ensuing year.

At a subsequent meeting of the Directors elect, Alexander M. Holmes was unanimously elected President, and Henry Runkel Vice President.

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At the annual meeting of the stockholders of this bank, held yesterday, the following named persons were elected Directors for the ensuing year:—Foreman, E. G. Richardson; First Assistant, A. P. Tillinghast; Second Assistant, A. J. Gault; Foreman of Hose Company, S. S. Dunton; Assistant, H. G. Barker; Treasurer, H. E. Chapin; Secretary, A. A. Foste.

The Treasurer's report stated the receipts for the past year to have been \$397; expenditures, \$553.30; balance on hand, \$43.70. The largest item of expense was for cable despatches from foreign hop countries.

High Assessments.—The Cazenovia Republican demurs to our statement, that it is of no great importance whether assessments of property are high or low, provided they are equitable, and urges all the assessors to make their rates at full value.

This extraordinary increase is of doubtful propriety. It seems to be an effort to follow up the unnatural prices caused by the currency inflation, at a time when the inflation has produced its inevitable disasters, and when prices are rapidly falling nearer to actual values.

Wednesday, January 3.—In the SENATE, several bills were introduced, one of which, by Mr. Emerson, provides that any woman of the age of 21 years shall be eligible to any office under the school laws.

Both houses, without transacting much business, adjourned to Tuesday, January 9th.

THE COMPTROLLERSHIP.—Governor Robinson has appointed Frederick P. Olcott to the vacant Comptrollership of the State. Mr. Olcott is a younger son of Thomas W. Olcott, the venerable and widely-known financier and banker of Albany; and his selection as Comptroller is generally commended.

THE VACANT SEAT IN CONGRESS.—David Dudley Field has been elected to the vacant seat in Congress from one of the New York city districts.

LOCAL AND COUNTY MATTERS.

RAILROAD TIME-TABLE. MIDLAND ROAD. GOING NORTH. 1st Train. 2d Train. Leave Norwich... 7:00 A.M. 2:40 P.M. Arrive Ovid... 10:00 " 5:35 " Arrive Ovid... 11:30 " 7:00 "

The almost continuous snow-fall of the past fortnight has covered the ground to an unusual depth; and the high winds have piled the snow in huge drifts, so that locomotion by teams is generally suspended except on the main traveled roads.

—The abstract of the business of the Surrogate's Court for the past year is given on this page, for which we are indebted to J. S. Stewart, Esq., Surrogate's Clerk.

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MADISON CO. SURROGATE'S COURT.

Proceedings in the Surrogate's Court of the county of Madison for the year 1876.

WILLS.

The Wills of the following named persons were admitted to probate: Jan. 3d. John Tinker, of Lenox.

Feb. 7th. David Smith, of Fenner. 14th. Jasper Blair, of Lenox. 21st. Charles Clark, of Brookfield.

March 6th. Morris Blakeslee, of Eaton. 6th. Elizabeth Lewis, of Lenox. 20th. Amasa Swift, of Cazenovia.

April 10th. Homer W. Searle, of Jacksonville, Florida. 17th. Jerusha Porter, of Lebanon.

May 1st. Hugh Jones, of Cazenovia. 1st. Benjamin B. Dean, of Cazenovia. 1st. Elbridge Keith, of Nelson.

June 5th. Horace Edwards, of Eaton. 5th. Samuel Scott, of Cazenovia. 7th. Lewis Bassett, of Brookfield.

July 10th. Mary Tooke, of Eaton. 10th. Henry Palmer, of Lebanon. 17th. Conrad Butler, of Smithfield.

Aug. 17th. Robert Austin, of Georgetown. 21st. Ira H. Stetson, of Georgetown. 21st. Anna Stewart, of Sullivan.

Sept. 4th. Alonzo Shephard, of Hamilton. 11th. John Whitcheard, of Cazenovia. 25th. Dwight Gardner, of De Ruyter.

Oct. 2d. William Henry, of Hamilton. 2d. James Francis, of Georgetown. 2d. Catharine Plank, of Lenox.

Nov. 13th. Joshua Brown, of Brookfield. 13th. Benjamin Burdick, of Brookfield. 13th. Hiram B. Gray, of Lenox.

Dec. 4th. Robert Dumbor, of Fenner. 16th. Patrick Hyland, of Hamilton. 20th. David Gray, of Lenox.

LETTERS TESTAMENTARY. Letters Testamentary were issued to the following named persons: Jan. 3. Ezra Tinker and McKendree Shaw, executors of John Tinker.

Feb. 7. John Wilson, exec'r of David Smith. 14. Thankful S. Blair, executrix of Jasper Blair.

March 1. Thomas Lawrence, executor of Thomas Lawrence. 4. Charles W. Sager, adm'r with the will annexed of Elias Sager.

April 8. Homer L. Smith and Edward S. Bradley, adm'rs with the will annexed of Erastus P. Smith. 17. Daniel Porter, executor of Jerusha Porter.

May 1. Eugene Keith, executor of Elbridge Keith. 1. John W. Jones and Elizabeth Jones, adm'rs with the will annexed of Hugh Jones.

June 1. Flavius J. Allen, adm'r with the will annexed of James Brown. 1. Ellen Dean and Robert B. Dean, executors of Benjamin B. Dean.

July 10. James H. Brown, executor of Martha Brown. 19. Kate W. Fox, exec'r of Henry W. Fox. 21. Curtis Robinson, executor of Salmon Patten.

Aug. 3. Betsey E. Nichols and Oliver Nichols, administrators of John W. Nichols of Sullivan. 24. William Velasko, administrator of Caroline P. Velasko of Sullivan.

Sept. 7. Enoch A. Thorp, administratrix of Samuel K. Thorp of De Ruyter. 12. Martha Estes and George Alvord, administrators of Nelson Estes of Cazenovia.

Oct. 2. Clara A. Nichols and Russell Whitmore, administrators of Sarah A. Nichols of Georgetown. 6. Nancy Tucker, administratrix of Samuel Tucker of Eaton.

Nov. 13. Amelia Case, administratrix of Mary Case of Lenox. 27. Ann N. Dewey, administratrix of Marcus B. Dewey of Cazenovia. 27. Wellington J. Lillibridge, adm'r of Olive Lillibridge of Lebanon.

Dec. 7. Celia A. Miller, Walter Morse and Ephraim Gray, administrators of Henry P. Miller of Eaton. 7. Frank B. Page, administrator of William M. Page of Stockbridge.

LETTERS OF ADMINISTRATION. Letters of administration were issued to the following named persons: Jan. 3. Benj. E. Phelps, adm'r of Benj. F. Baldwin of Madison.

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Death of Commodore Vanderbilt. CORNELIUS VANDERBILT, who has for many years occupied a prominent place in the business affairs of the country, died at his residence in New York last Thursday morning, in the 83d year of his age. For the past year he had been ailing with a complication of bodily infirmities, and since last April was confined to his room. The Journal of Commerce gives the following sketch of his wonderfully successful business career: He began at the age of 16 to lay the foundations of the great fortune which he possessed in after life, by running a small ferry-boat between Staten Island and New York. He soon acquired other boat property, and became captain of a steamboat running between this city and New Brunswick, his wife at the same time keeping a hotel at the latter place. In 1824 he was in control of the line, and in 1827 became lessee of the ferry between Elizabethport and New Orleans and Galveston lines on the Hudson and Delaware rivers and Long Island Sound. In 1851, having bought a controlling interest in the American Atlantic and Pacific Ship Canal Company, which projected an inter-oceanic canal, he established a steamship line between New York and San Francisco; but, instead of a canal, he made use of the natural opportunities for transit between Greystown and San Juan del Sur. In 1853 he established a branch line between New Orleans and Greystown. He visited Europe in 1853 in a steam yacht owned by himself; and, while he was abroad, he was thrown out of the management of the company by several prominent rival steamship owners. He immediately organized a new line between New York and Aspinwall, with connecting steamers on the Pacific side, in opposition to the Pacific Mail Steamship Company, and also in opposition to the New York and Galveston line. These vigorous measures soon compelled those who had succeeded in ousting him from control of the Nicaragua route to accede to a compromise by which he was reinstated. In 1855 he established an independent line to Havre, which was fairly successful, but which was abandoned on the outbreak of the civil war, at which time the principal steamer of the line, the Vanderbilt, was presented to the Government. In 1856 he received a handsome grant from the Pacific Mail Steamship Company, in consideration of the withdrawal of his opposition to the California line. He finally abandoned all his steamship lines in 1864, his long and successful career on the water having gained for him the popular title of "Commodore," and a fortune that was estimated to reach many millions. For many years previous to 1864 Mr. Vanderbilt had been interested in railroad stock, having been a director in the Erie Railroad, a holder in the New York and New Haven road, and having, in 1857, begun to buy up the stock of the Harlem Railroad, which was then worth in the market but a few cents on the dollar. He was elected president of the latter road in 1863, and early in the following year successfully carried through the celebrated "Harlem corner," by which many brokers in the street were ruined, and the stock, which, previous to the formation of the corner, was selling at about 70, was forced up to 200, and the shorts compelled to settle their contracts at that figure. Encouraged by the great success that had attended this corner, Commodore Vanderbilt commenced buying the stock of the Hudson River Railroad, and in the fall of 1864 was elected a director to fill a vacancy, and in the following election, in 1865, was elected president of the company. Under his management the capital of the road was doubled, and the track length was extended to 100 miles. He bought St. John's Park for \$1,000,000, and erected the great freight depot now in use. In 1867 the Commodore began to be interested in the New York Central stock, and, soon acquiring a controlling position, procured his election to the presidency. In the winter of 1868-69 the Legislature passed an act authorizing the consolidation of the New York Central and the Hudson River companies, and Commodore Vanderbilt was elected president, and his son, William H. Vanderbilt, vice president. Under the management of the Vanderbilt numerous improvements were effected, steel rails, being laid, and the former track having quite recently been doubled so as to make a four-track road for the greater part of the line. Mr. Vanderbilt's ambition also reached out successfully to the Lake Shore and Michigan Southern Railroad, and in 1873, on the death of his son-in-law, Horace F. Clark, who was president of that company, he was elected to fill the vacancy. Since then the Lake Shore and the Central and Hudson River roads have been united under the same management, forming a continuous route 978 miles long, or, with the Harlem road and the branch lines, a total of 1,138 miles of road, representing a total of \$149,000,000, of which it is said at least half is owned by the Vanderbilt family. More recently, the Canada Southern Railroad has been made another appendage of the New York Central system. The funeral took place last Sunday, and was largely attended by railroad officials and others. The remains were interred in the family vault on Staten Island. It is estimated that he accumulated, as the result of his business talents, an estate valued at about one hundred millions of dollars. His two most prominent public acts of Mr. Vanderbilt's life were the gift to the Government, at