THE DAILY RECORD-UNION.

SATURDAY.....JULY 10, 1880.

TELEGRAPHIC.

LAST NIGHT'S DISPATCHES TO THE RECORD-UNION.

GENERAL POLITICAL GOSSIP.

Energetic Efforts of the Iowa Republicans for Success.

THE INVASION OF INDIAN TERRITORY.

Summary Mode of Wiping Out a Family Disgrace in Virginia.

PASSENGERS COMING WEST BY RAIL.

Execution of a Catholic-Baptist Murderer in Ohio.

MISCELLANEOUS ITEMS OF FOREIGN NEWS.

Severe Earthquakes in Switzerland and the Azores Islands.

Etc.....Etc.....Etc.

DOMESTIC NEWS.

Instructions to Registers and Receivers.

WASHINGTON, July 9th.—Commissioner Williamson of the General Land Office, has to-day issued a series of detailed instructions to all Registers and Receivers, which prescribe the regulations necessary to carry into effect the law enacted at the last session of Congress for refunding all excess in the payment of ordinary purchase money, fees and commissions on void entries of public lands. The Act affects thousands of settlers throughout the Western States and Territories. The first section authorizes the repayment to innocent parties of the fees and commissions paid by them on entries of fraudulent soldiers' and sailors' additional homestead scrip, of which very large quantities were forged and set afloat in the Western States some years ago. Commissioner Williamson's instructions require a thorough proof of the innocence of the applicants for relief under this section. The second section provides for the repayment of the purchase money and of fees, commissions and excess payments in all cases where the entries of public lands have been canceled for conflict, or where from any cause the entry has been erroneously allowed by the local Land Offices, and cannot be confirmed; also for refunding the extra $1 25 per acre paid by pre-emption settlers for lands supposed to be double minimum lands, within railroad limits, but afterwards discovered to be outside of such limits, and therefore purchasable at the ordinary minimum thereof, $1 25 per acre. All these repayments may be made to the party who made the original entry, or to his heirs, executors or administrators, or to an assignee specially authorized to receive such repayment; but a mere conveyance of the land will not be deemed to carry with it the right to repayment, unless expressly so stated in the assignment. Where there has been a conveyance of the land, and the original purchaser applies for repayment, he must conclusively show that he has indemnified his assignee or perfected the title in him through another service. Assignees of the title to land must show by affidavit or otherwise that they have not been indemnified by their grantors for the failure of such title, and the title has not been perfected in them by their grantors through another source. Where there is a specific assignment of the purchase-money, evidence of non-indemnification by the grantor is not required. In the case of the desert land entries, the assignees of the purchase money are the only assignees recognized. All applications for repayment are to be transmitted, together with all papers in the case, to the Commissioner of the General Land Office through the Registers and Receivers of the proper districts, who are required to make due report upon each case transmitted, and the money finally found due will be paid out of the Treasury upon the warrant of the Secretary of the Interior.

Cabinet Meeting—Subjects Discussed.

WASHINGTON, July 9th.—At the Cabinet meeting to-day there was some discussion as to the advisability of the exercise of the President's power to withhold the expenditure of some portions of the money appropriated by the last river and harbor bill, but it was decided that the entire amount appropriated should be expended as fast as the War Department in each particular case may consider desirable.

The subject of the St. Louis District Attorneyship also came up for discussion, but action upon it was not reached.

An urgent appeal was made to the President some six weeks since, and again on the 16th of June, for the removal of United States Marshal Fitzsimmons, upon the ground of lukewarmness in supporting the Internal Revenue officers in their efforts to break up illicit distilling in the State of Georgia. It was even claimed that the course of this officer proved a positive obstruction to the execution of the laws, and that while the revenue officers in every other State had succeeded in fully enforcing the revenue laws, in Georgia alone the Moonshiners continued to defy them, and were more or less encouraged by officers who should naturally be expected to vigorously enforce the laws, but who failed to show any inclination to do so. In the case of Marshal Fitzsimmons, although considerable pressure had been brought to bear upon the President for his removal, no action has as yet been taken, and so far as can be learned the matter has not yet been brought to the attention of the Cabinet. His case differs from that of District Attorney Farrow, in that his commission has not yet expired, and his removal during the recess of Congress, except for good or sufficient cause, would directly antagonize the tenure of office act.

Profound Sensation at Deadwood.

DEADWOOD (D. T.), July 9th.—Captain J. M. West, Superintendent and contractor for the Black Hills Placer Mining Company, which is building an 18 mile flume and erecting extensive hydraulic works at Rockerville, is short about $24,000 in his accounts with the employes, of whom there are nearly 400. The company, of which Alexander Shaler, of New York, is President, will lose nothing on account of the shortage, and will take hold of the flume and works and complete them as speedily as possible, as the ground is considered most valuable, and the enterprise is the largest ever undertaken in the hills, the estimated cost being a quarter of a million. West's deficiency is accounted for from the fact that he lavished money upon fast women, of whom he was keeping two or three, and by reason of his heretofore excellent reputation introduced them into the best society as daughter, nieces, etc. The affair has created a profound sensation, as he has a highly respectable family living at Boulder, Col.

Western-bound Passengers.

OMAHA, July 9th.—The following passengers were on to-day's train, leaving at 12:15 P. M., to arrive in Sacramento July 13th: Augustine Crosby, Benton, Me.; F. H. McCullough and wife, Philadelphia; J. Frye and wife, California; Mrs. J. T. Taylor, Bloomington, Ill.; H. Perry, Cork, Ireland; A. Dumelin, C. P. Sykes, C. A. Holmes, V. Stow, W. W. Stow, San Francisco; Mrs. Lizzie Hoffman, Schenectady, N. Y.; C. J. Hillyer, New York; Charles D. Shain, wife and child, Arizona; Samuel McLure, Brooklyn; F. M. Nottage, California; F. H. Whelan, Santa Rosa; D. Y. Campbell, Oakland.

Thirty-seven through emigrants left on last night's emigrant train, to arrive in Sacramento July 16th.

Narrow Escape from Destruction by Fire.

OMAHA, July 9th.—The Omaha smelting works had another escape this morning from destruction by fire. Three frame buildings—store-house, retort-house and side shop—were destroyed. The brick smokestacks were left standing, and were uninjured. The furnaces were but little damaged. The works comprise about a dozen large buildings, five of which are of brick. Six engines played on the fire, and soon got it under control. The loss is about $6,000. The buildings will at once be rebuilt, and the works will be in full operation again inside of two weeks.

The "Star Route" Charge.

NEW YORK, July 9th.—The *World's* Washington special says of the charge that the money furnished by the star-route lobby was used at Cincinnati: When the star route awards were ventilated last winter, and the ring was in danger of exposure and ruin, ex-Senator Dorsey was here in the lobby with Monroe Salisbury of California, the biggest contractor of them all, and "Joe" McKibben, the self confessed lobbyist. He was foremost in the fight to prevent a reduction of the extravagant system of expedition. "Joe" McKibben was as much the agent of Dorsey as any other contractor, and the money was disbursed in the lobby. Dorsey undoubtedly contributed his share. Thus, according to the Republican theory, ridiculous as it is, the present Secretary of the Republican National Committee was himself one of those who, it is now charged, conspired to nominate Hancock.

The Philadelphia Regatta—Third and Last Day.

PHILADELPHIA, July 9th.—On the third and last day of the annual regatta of the National Association the races were between winners of the last two days, to determine the recipients of prizes.

The first race for the junior single sculls was won by Whittaker of Pawtucket, Jackson of the Palisade Club of Yonkers, second. Time, 10:43¾.

The race for six-oared crews was won by the Mutuals of Albany, the Institutes of New York second. Time, 8:51¾.

In the third race, for the senior single sculls, F. E. Holmes of the Pawtucket Club was drawn, leaving F. J. Mumford of the Perseverance Club, New Orleans; Harry Ball of the Zephyr Club of Detroit, and W. Murray of the Elizabeth Club of Portsmouth, Va., to start. At the half mile post Murray pulled out from the western shore and steered direct for Mumford's shell, making a deliberate foul, and was ruled out by the Umpire. The race was won by Mumford in 10:05¾. Ball being five lengths behind.

The pair-oared race was contested by the Gorman brothers of Albany, and Levin and Childs of New York. The race was won easily by the Albany crew in 10:15½, the other crew finishing twenty lengths behind.

There were but two entries for the double scull race—Holmes Whittaker, representing Pawtucket, and Barney and Hanford Topham the Wahwahsums of Saginaw. The Pawtuckets finished ten seconds ahead in 9:41½.

The exciting race of the day was for four-oared shells, in which there were four entries — Wyandotte of Wyandotte, Mich.; Eureka of Newark; Hillsdale of Hillsdale, Mich.; and Crescent of Philadelphia. The Hillsdales won by four lengths, Crescents second place. Nearing the finish the Wyandottes ran into a wharf and crushed their shell, and the Eurekas, who were three lengths behind, finished third. Time of Hillsdales, 53.

The last race was for eight-oared shells. There were four entries, but the Crescents of Philadelphia withdrew, leaving Nassau, Resolute and Dauntless—all of New York—to compete. The Dauntless came in first, Resolute second, Nassau third, the winning boat finishing in 8m. 53s.

At a meeting of the National Association this evening, the challenge cups were delivered to the winning crews, and, in addition, each winning crew was presented with a handsome silk banner, and each member of a winning crew received a gold badge.

Proposed Indian Statistics.

CHICAGO, July 9th.—The *Journal's* Washington special says: A set of special schedules for recording statistics relating to the Indians is being prepared by Colonel Mallory, of the army. The schedules will be so arranged that all material facts regarding the situation, number and condition of each tribe will be given under their appropriate heads. Walker, Superintendent of the Census, has assigned the task of procuring as full and accurate census statistics as possible of the Indians not taxed to Major Powell and his assistants, who are working under the Smithsonian Institution. Superintendent Walker, in order to give wide circulation of the result of his work, has devised plans whereby special portions of it may be available without costing a great amount of money. He proposes that each one of the more important subjects of inquiry be published in a volume by itself, in quarto form, that they may be bound together, if so desired, and also to issue a pocket edition for the use of business men.

The Indian Territory Trouble.

ST. LOUIS, July 9th.—Private dispatches from Arkansas City, Kansas, says: Captain Payne, who left the Southern border of Kansas last Monday with some 300 men on a second invasion of Indian Territory, has reached his destination without molestation. It will be recollected that Captain Payne invaded Indian Territory last spring in violation of the President's proclamation, and was ejected by the military. He now defies the authority of the Government, and courts arrest and trial, to determine in the Courts whether his acts are in violation of any law. Parties are here purchasing machinery of different kinds, goods, etc., for shipment to Payne's colony, and it is said an office will be opened here to induce emigration to that Territory.

ST. LOUIS, July 9th.—Further private advices from Arkansas City, Kansas, say another party of invaders have entered Indian Territory, and will join Captain Payne's colony. A dispatch from a reliable source at Wichita, Kansas, says only 25 to 30 men left there for the Territory, instead of 300.

Hanged for Murder.

CINCINNATI, July 9th. — George Allen Price (colored), the murderer of Villie Black, a tobacco merchant, was hanged in the yard of the Hamilton county jail at 20 minutes past 11 o'clock to-day, and cut down dead 20 minutes later. He was formerly a Catholic, then a Baptist, and later of no faith whatever, except that he expressed himself as resting on divine clemency if there was a hereafter. He refused priestly intervention, hoped for pardon from the Governor until two hours of the end, and was especially anxious about his surviving wife and children. He drank a great deal of whisky this morning, and wrote to Judge Longworth, who sentenced him, asking him for forgiveness for the abusive letter he had written. He expressed a hope that there might be a hereafter, so that he might repay the many kindnesses done him by the ladies. He fully realized the justice of his punishment.

AUGUSTA (Ga.), July 9th.—Henry Ryan (colored) was hanged in Wayneshire, Burke county, Ga., to-day, for the murder of a negro woman named Mary Thomas in December last. He killed her to get her money, about $6. He confessed yesterday that he committed the deed. The execution was witnessed by fully 7,000 people.

GOLDSBORO (N. C.), July 9th.—The execution of the negro Alex. Howard, for the murder of an old white man named Babel Rutrey, July 7th, took place here to-day, and was witnessed by about 2,000 people. Howard protested his innocence to the last, and made a very bitter harrangue from the scaffold, but the crime was fully proved against him by his stepson, who was his accomplice in the deed.

Wiping Out a Family Disgrace.

DANVILLE (Va.), July 9th.—Last night, about midnight, Thomas D. De Jarnette entered a bagnio, inquiring for Mollie De Jarnette, and, at his request, the two went to a private room. Repeated pistol shots followed, the police broke into the room, and the girl was found on the floor, her brother standing by, pistol in hand. He immediately confessed to shooting his sister, saying he had done it to wipe out her disgrace of the family. The girl was shot five times, two shots fatal. She protests that her brother was right in taking her life, and begs that he be not punished. Before the brother was taken to prison he and his sister embraced. The brother is a telegraph operator, aged 20 years. The sister is 17 years of age.

Railroad Traffic.

NEW YORK, July 9th.—Thus far thirty-nine railroads have reported their traffic for June, and the account stands as follows: 1880, $17,859,013; 1879, $13,064,656—an increase of $794,369 for the first half of the year. Thirty-three roads have reported officially, and the totals are as follows: 1880, $82,044,774; 1879, $65,077,485—an increase of $16,967,291. Included in the returns for six months are the earnings of a few important roads like the New York Central, Northwestern, St. Paul, Illinois Central, Central Pacific and Wabash, but otherwise the totals are made up from the statements of comparatively unimportant lines. The figures of Lake Shore, Erie, Michigan Central, Canada Southern, Chicago, Burlington and Quincy, Union Pacific, Pennsylvania and Baltimore and Ohio companies are wanting. If the earnings of these roads were at hand and added to the total of the thirty-three already given, the traffic of the first half year of 1880 would appear marvelous. New York Central gains $630,000 for June and $3,555,000 for nine months; Lake Shore gains $430,000 for June; Chesapeake and Ohio's earnings increased $440,000 for the first six months of the year; Chicago and Alton gains $1,218,000 for the same period; the traffic of the Northern Pacific increases $62,000 in June, and the Denver and Rio Grande gains $50,000 in the first week of July.

A Railroad Leased.

BUFFALO, July 9th.—It is currently reported that the Buffalo and Southwestern Railway has been leased to the New York, Lake Erie and Western Railroad Company for a term of ninety-nine years. By this arrangement connection will be made at Jamestown with the Atlantic and Great Western by a narrowing of the gauge of the latter road. If desired, by this connection through trains can be run between this city and Cincinnati, St. Louis and Chicago.

Southern Republicans.

CHICAGO, July 9th.—The *Tribune's* Washington special says: The Republican leaders have resolved to issue an address to the Southern Republicans, urging them to hold meetings wherever practicable, to carry on a live canvass, and promising them substantial support.

A private letter received here from Senator Jones, of Florida, says he does not consider the Florida Legislature by any means certain for the Democrats, and that a hard fight will have to be made to keep a Republican out of the Senate. Jones is a candidate for re-election.

Iowa Republicans.

CHICAGO, July 9th.—The *Journal* says: Iowa Republicans are putting forward their strongest men for Congress. The nomination of Kasson, Butts and Thompson has already been announced, and yesterday in the Ninth District ex-Governor C. C. Carpenter, of Fort Dodge, was nominated for re-election. Iowa ought to elect a solid Republican delegation to Congress this Presidential year, and we think she will.

Hancock's Resignation.

NEW YORK, July 9th.—The *World's* Washington special says: A correspondent denies the story of Hancock's resignation from the army, adding that the President and all sensible people here understand that were General Hancock to talk of resigning his office he would show an indelicate confidence in his election to the Presidency, quite out of keeping with his character.

Nominated for Congress.

ST. LOUIS, July 9th.—The Greenbackers of the Fifth District of this State have nominated R. P. Palmer for Congress.

KNOXVILLE (Tenn.), July 9th.—The Republicans of the First District of Tennessee have nominated A. H. Pettibone for Congress.

Movements of the Grant Party.

DENVER (Col.), July 9th.—The *Tribune's* Santa Fe special says: General Grant and party arrived here yesterday, and will remain here four days. A salute of thirty-nine guns was fired by a detachment of troops. A reception and banquet will be given to-night, and the General will visit the mines to-morrow.

Who She Is.

NEW YORK, July 9th.—The woman who registered at the Hotel Hudson, in Jersey City, Tuesday evening, as Mrs. Brevety, who attempted suicide by taking laudanum, and who the following morning shot herself in the ladies' waiting-room of the Pennsylvania Railroad depot, is said to be Mrs. Mary E. Holly, whose father is in California, whither she intended going.

The New York Bond Case.

NEW YORK, July 9th.—Wm. McGibbon, a stockbroker at 30 Broad street, was arrested to day, charged with being one of the men who knew of the finding of the $87,000 worth of bonds lost by Brayton, Ives & Co. He admitted that the securities were returned one night by him for examination, at the request of Jerome and Patchell, but he further stated that he advised their return to the owners.

Colonel Pelton's Funeral.

NEW YORK, July 9th.—The funeral of the late Colonel W. Tilden Pelton, nephew and secretary of ex-Governor Tilden, took place this afternoon from Mr. Tilden's residence, No. 15 Gramercy Park. Among those present were ex-Police Commissioner McLean, Corporation Counsel Whitney, Mayor Cooper, Clarkson N. Potter, Colonel John R. Fellow and Andrew H. Green. The pall-bearers were General John M. Corse, Alfred J. and Alonzo B. Dickerson, Francis S. Abell, Smith M. Weed and Edward L. Parris.

A Partial Report.

PHILADELPHIA, July 9th.—The Receiver of the Reading Railroad and Coal and Iron Companies to-day made a partial report to the Court, and stated that they are unable as yet to make a full report as to the state, condition and circumstances.

Shocking Accident.

LANCASTER (Pa.), July 9th.—This morning while Philip Shumack, a leading merchant of this city, and his wife, were crossing the Pennsylvania Railway, near Salunga, their carriage was struck by the Niagara express going west, and both occupants killed.

The Pennsylvania Democracy.

CHICAGO, July 9th.— The *Inter-Ocean's* Washington special says: It is certain that the claims made at Cincinnati that the Democrats would carry Pennsylvania were idle boasts. Hancock is weak in his own State.

Silver and Stocks.

NEW YORK, July 9th.—Silver bars, 114½; money, 2@3; Governments quiet; stocks closed steady; Western Union, 104½; Quicksilver, 10½; Pacific Mail, 39½; Mariposa, 1½; Wells-Fargo, 106; New York Central, 127½; Erie, 40; Panama, 180; Union Pacific, 86⅞; Union Pacific bonds, 112; Central Pacific, 70; Central Pacific bonds, 112; Sutro Tunnel, 1⅞.

The Original Projector of the Nicaragua Canal Scheme.

WASHINGTON, July 9th.—A. Blanchet, the original projector of the Nicaragua Canal, in the plan of extending it from the level of the Lake of Nicaragua to the closest proximity to the Atlantic and Pacific oceans, arrived in this city yesterday.

An Entrance Gained.

CHICAGO, July 9th.—The Wabash road, which has been vainly trying to gain an entrance to the city for several months, has finally made arrangements to come in over the Panhandle route, and will begin to carry freight at once. Railroad men predict disturbances in the freight pools in consequence, especially in that of the Southwestern Rate Association.

Business Failure at Omaha.

OMAHA, July 9th.—The long-established dry-goods house of Stephens & Wilcox, who have done business in Omaha for 15 years, failed to-day for from $75,000 to $100,000. They claim that the assets will cover the liabilities. They lay their failure to bad accounts on military post traders, with whom they have carried on an extensive trade.

Hanging and Imprisonment for Life.

GALVESTON, July 9th.—A *News* special from Austin says: The jury in the case of the Eans brothers, for the murder of McMillan, returned a verdict of guilty in the first degree, with the penalty death, in the case of Wm. Eans, and Penitentiary for life for Robert.

Eleventh-Hour Virtue.

DETROIT, July 9th.—The local pool-sellers having been outbid by outsiders, and the latter having secured the right to sell pools here on the races, the home pool men became suddenly virtuous and had their opponents arrested for violating the State laws, and there was a warm fisticuff as the result. The Courts will probably consider the matter.

FOREIGN NEWS.

House of Commons.

LONDON, July 9th.—The House of Commons is in committee on the compensation for the disturbance in Ireland bill. A scene has just occurred, the Government having accused the Opposition of persistent obstruction. Premier Gladstone said the state of business was very grave, but no waste of time would induce the Government to abandon measures which they think important.

LONDON, July 9th.—In the House of Commons this evening Arthur Arnold (Liberal) gave notice that one month hence he would call attention to the restriction placed on the importation of cattle, and would move a resolution in relation thereto.

Gladstone, replying to a question by Sir Henry De Wolff (Conservative) relative to the Government's Eastern policy, said the Government was very anxious to avoid surprising the country by anything like isolated action.

LONDON, July 9th.—In the House of Commons, in committee, this evening, Parnell and other members for Ireland persisted in combatting the new clause of the compensation for disturbance bill, although it was before the committee. Beggar (Home Rule) was called to order for defending the use of violence against certain landlords in Ireland, particularly the late Lord Leitrim. Mr. Mitchell (Home Rule), in the course of the debate, announced his intention to quit the Land League. He said he repudiated its extreme views.

English Grain Trade.

LIVERPOOL, July 9th.—A leading grain circular says: The grain trade has acquired greater strength during the week, with a revival of the speculative as well as the consumptive demand. Wheat in all positions has further improved in the principal markets of the country, and is generally a shilling dearer. Floating cargoes were in good request at an advance in the same proportion. Those on the coast were taken steadily for the Continent, independently of large shipments hither direct from Atlantic ports. To-day's market was firm, and the attendance was an average one. There was a moderate consumptive demand for white, and prices advanced 1d to 2d. Flour in sacks is slightly higher, and in barrels 3d higher. New mixed corn receded slightly, in consequence of a slackness in inquiry.

The Amnesty Question.

PARIS, July 9th.—The committee of the Senate has adopted an amendment to the amnesty bill proposed by General Pelissier, excluding incendiaries and assassins, and persons who have been condemned after due trial, from the benefits of the bill. Jules Simon, addressing the committee after the adoption of this amendment, said he should always be of the opinion that the committee should vote down General Pelissier's motion. He reminded the House that the most guilty Communists were those condemned in contumacion, and consequently undefended, and that it would, under this circumstance, be unjust to pardon such men while others were excluded from the proposed benefits. If the Senate voted amnesty with limitations the agitation in the country would continue. The second part of the bill, in the form proposed by the committee, was adopted—141 to 123. The Senate then agreed to the amendment moved by Mionord, proposing that the exception by the bill against murderers and incendiaries shall not apply to convicts whose sentences have already been commuted. The bill was finally passed by 176 to 98.

The Attack on Hassan Pasha.

VIENNA, July 9th.—The latest intelligence from Senajenos states that the excitement caused by the attempted murder of Hassan Pasha has considerably abated. When Hassan Pasha ordered a general disarmament, Eyoub Bey, one of the most fanatical Mussulmans, with several followers, went to him and protested against the measure. Hassan Pasha replied by striking Eyoub Bey with a stick, whereupon the followers of the latter then threw themselves upon Hassan, and he was taken to Motrovitza, it is thought, mortally wounded.

Severe Earthquakes.

GENEVA, July 9th.—The earthquake Sunday was one of the most severe and widespread that has been known in Switzerland for several years. Two persons were killed. Several meters of the summit of the Schnebelberg, near Quarten, fell, overwhelming a large wood.

LONDON, July 9th.—An earthquake in the Island of St. George, one of the Azores group, resulted in the formation of another island 600 yards distant, and about 1,800 square yards in extent.

Prisoners in the Hands of the Chinese.

ST. PETERSBURG, July 9th.—Intelligence is received that the explorer, Col. Prievolsky, and party, are prisoners in the hands of the Chinese. A Russian caravan has been pillaged on the Chinese frontier, and two merchants killed. Advices from Orenburg report the hire of 500 camels for General Skobeloff's expedition.

Chinese Banquet at St. Petersburg.

ST. PETERSBURG, July 9th.—At the official banquet at the Chinese Embassy, representatives of all the foreign Powers were present, but not a single Russian was there.

Russian Crop Outlook.

LONDON, July 9th.—A dispatch to the *Daily News* from St. Petersburg says: Official reports state that in upwards of forty districts in Russia the harvest will be below the average. In many provinces the prospects are very serious. In some districts in the south the crops have altogether failed, owing to the ravages of insects.

Officers Recalled.

VIENNA, July 9th.—The Greek officers on leave of absence and now in Russia have been recalled.

Damaging Squalls—Reported Loss of Life.

TORONTO, July 9th.—About 8 o'clock to-night severe squalls passed over Lake Ontario, doing great damage to shipping and yachts in this harbor. Four boats containing four persons upset a short distance from shore, but the occupants were fortunately saved. A boat containing two women and a man upset half way between the city and the island. A tug immediately went to their assistance, but darkness coming on it could not find a trace of them. It is feared they are drowned. There is great excitement along the water-front, and all sorts of rumors are flying about as to the loss of life; but nothing is definitely known yet, however.

MISCELLANEOUS.

The Secretary of the Treasury has ordered an investigation into the disaster to the steamboat Narragansett, which was in collision with the Stonington.

A private letter from White Sulphur Springs says the report in Northern papers of an unfriendliness between Senators Blaine and Cameron is absurd. These gentlemen daily take horseback rides together, and are upon the most intimate terms.

The New York *Herald* says: English, the Democratic nominee for Vice-President, has telegraphed for rooms at the Fifth-avenue Hotel for Sunday.

The Dominicans in Paris have an intimation that their establishment will be broken up to-day.

An English authority on racing says that it would not be surprising if the Marquis of Weatherby received notice not to pay the Derby stakes to the Duke of Westminster. The owners of Robert the Devil are still persuaded that there has been a case of mistaken identity respecting Ben d'Or and Tad Caster.

At midnight Sunday three transports left the arsenal at Constantinople for Volo and Prevesa, with seven battalions of troops, five batteries and a quantity of ammunition. The troops were ordered to disembark stealthily.

The disbandment of 4,000 soldiers in Thessaly, whose term expired, has been forbidden.

All the Belgian Bishops have sent dispatches to the Vatican declaring that their action will now be more free and more powerful since the rupture of diplomatic relations with Belgium.

The British Government has sent a physician to County Mayo to inquire into the nature and extent of the famine fever there and in the neighboring counties, which is reported as spreading alarmingly.

The delay in bringing forward the Indian financial statement causes the impression in England that some large reform is contemplated by the Government relating to the liabilities of India.

The King of Greece has arrived in Berlin, on his way to St. Petersburg.

A dispatch from Berlin says: The opinion prevails in political circles here that the Porte will decline to accept the resolutions of the Conference, and that it will be impossible to prevent bloodshed between the Turks and Greeks.

A Rome dispatch says: It is stated that General Bonnelli has definitely tendered his resignation of the Ministry of War.

A London dispatch says: The French ship France Cherie, Captain Savory, before reported at Dunkirk from San Francisco, lost her wheel, binnacle and compass, and shipped a sea which swept her decks and injured several seamen.

Emperor William has accepted the resignation of Herzog, Secretary of State for Alsace-Lorraine.

HOW TO KEEP COOL.—On going once into the Medical Museum in Edinburgh, on a summer's day, we felt chilly, and on looking at the thermometer we found it at 68, while out of doors it was oppressively warm. Sixty-eight degrees in summer there, is quite cool enough for a sitting apartment; but if you go into a room of that temperature in mid-winter, a feeling of suffocation, of oppressiveness, comes over you. The noon of a day whose morning is 68 will give over 90 in the sun. If on getting up in the morning, every window and door of "a floor" are thrown open and thus remain until about sun-up, and are then closed, shutters and all, it will be nearly night before the thermometer is materially raised, and persons coming into our office often exclaim: "How delightfully cool your office is; how do you manage it?" If we close our doors in mid-winter to keep the warmth in, may we not do the same thing in summer to keep it out?—[Journal of Health.

ORANGES AS A REGIMEN.—A vast number of oranges are eaten by the Spaniards, it being, in fact, no uncommon thing for the children of a family to consume ten or a dozen oranges each before breakfast, gathering them fresh for this purpose from the trees. Such wholesale consumption of what is commonly looked upon as a luxury appears to have no unwholesome effect upon the system. On the contrary, the testimony of a late eminent physician authorizes the use of fruit ripe and fresh freely as a trustworthy auxiliary in the treatment of chronic dyspepsia.

VARIETIES FROM A VETERAN.

A man talks as easily at the rate of sixty miles an hour as he does at an ordinary after-dinner pace, and a veteran railroad man who sat with his feet cocked on an adjoining chair, on the O. and M. fast train Saturday, let his recollections and gossip flow entertainingly to a reporter.

"Did you ever hear," he asked, "how the rumor was started that Jay Gould had bought the O. and M.?"

The reporter confessed that Mr. Gould had never fully explained the foundation of the rumor.

"Well," said the veteran as he looked at the worm fences spinning by, "Gould paid a visit to the West last winter and it became rumored in New York that he had bought the O. and M. The actual origin of the rumor is a good story, and it shows how little it takes to set the stock market flying. On his way back to the East Mr. Gould came over the O. and M. to Cincinnati. He was traveling in his special car, which was coupled on behind the regular train at Vernon. East of Vernon, you know, there are a number of sharp curves, which are very trying to the nerves of persons not accustomed to railroad traveling. Mr. Gould's coach, which was light and airy, was flapping about through those curves like a snake's tail. It was really more dangerous for him than any one else, as a light car will jump the track easily. Suddenly there came a sharp ring on the engineer's alarm gong, and the train was brought to a stop. The conductor, who had not pulled the bell, ran out to see why the train was stopped. The engineer said he received the signal to pull up. The conductor dashed back to find out who had pulled the signal rope, and finally came to the special car to find Mr. Gould standing clutching the bell-rope.

"'Did you pull the bell, Mr. Gould?' asked the conductor.

"'Yes,' answered Gould.

"'Why?'

"'Because I was afraid my car was going to jump the track,' said Gould; 'this rate of speed is entirely unnecessary, anyhow.'

"'Mr. Gould,' responded the company's officer, with emphasis, 'I am put in charge of this train to run it on regular schedule time, and I'm going to get into Cincinnati at the time set. If it is too fast for you, why, I can side-track you here until the freight comes along.'

"With that the conductor took the bell-cord out and left the magnate to his fears. It became known, however, that Gould was along in his special car and had stopped the train. This grew into the statement that he had purchased the road and was going over the line to examine it. The distorted story flew to New York, and stocks capered for a while over it."

"I don't see," said the reporter, with great evidence of courage in his tone, "that there is great danger in fast running."

"Ever in a smash-up?" asked the veteran, laconically.

"Never!"

"That accounts for your lack of nervousness. A child never dreads the fire until he is burned, and so it is with every kind of danger. There are two classes of engineers, who are known on the roads as 'good runners' and 'bad runners.' A good runner is always sent out with special trains, and in other cases where fast time is to be made. He is an engineer who knows the road and his engine, and will gauge the speed by the quality of the track, taking a good many chances on safety. I knew one of these fellows, who was regarded as the coolest and bravest man in the business. He would take a lightning special as safely through as another would a freight. One dark night he was hauling the night express around a curve like a meteor. A tree had been blown across the track by a storm, and he ran upon it before it could be seen. The train was smashed and he was badly hurt. He got well in time, and took his place at work, but lost it, and he couldn't get a passenger train on any road. The accident killed his 'nerve,' and he couldn't take a train through on even schedule time. He was always lagging and behind time. That is the fate of a great many. A bad accident to a fast train nearly always spoils a good engineer."

"They are always in danger," said the reporter.

"Yes; if there's an accident they are almost sure to be killed. They go through life on faith and by good luck. One day, several years ago, I went out for a day's hunting in the country, and made arrangements for an engine to be sent out for me at 7 o'clock. It came, and, with three of us aboard, started to make the run of twenty-five miles an hour ahead of the regular train. We got out a mile or two and the headlight flickered and went down. The engine was stopped and the lantern was tinkered with, and we started again. We ran a few miles, and had to stop and tinker with the confounded lamp again. This time it went out clear, and to our horror we discovered that the regular train was within five minutes of us, and there was no side-track near. It was as dark as original chaos, not a star out. The engineer started carefully, worked the throttle out gradually, and, all of us clinging to the cab for dear life, the race began. For all that we could see it was a plunge into space. The engine snorted and rolled, and fairly flew along the track, until the welcome light of the home yards fell upon us. We had run fifteen miles on pure faith in nine minutes, and the regular train was an hour and forty minutes behind time!"

"That was a close shave on luck."

"Yes; I don't want to ride under pressure again."—[Louisville Courier-Journal.

STATEMENT OF COUNTY TREASURER.

D. E. Callahan, County Treasurer, makes the following statement of receipts and disbursements during the month of June, 1880:

Balance on hand June 1, 1880.....$103,262 17

RECEIPTS.

State Fund	$6,856 00	
Sinking and Interest Fund	336 05	
School Fund	216 20	
Hospital Fund	480 00	
Bonds of 1872	272 60	
General Fund	2,501 25	
Road Fund	253 80	
Interest C. P. R. R. Fund	98 70	
Hospital Sinking and Interest Fund	98 70	
Court-house and Jail Fund	58 75	
		11,172 05
Total		$114,434 22

EXPENDITURES.

School Fund	$2,888 90	
Hospital Fund	3,500 44	
General Fund	9,562 28	
Road Fund	635 32	
Levee District No. 1 Fund	1 00	
		16,587 94
Total		$97,846 28

APPORTIONED AS FOLLOWS:

State Fund	$10,656 00
Sinking and Interest Fund	14,484 22
School Fund	7,994 10
Hospital Fund	7,643 13
Bonds of 1872 Fund	9,193 97
General Fund	21,193 38
Road Fund	2,986 98
Interest C. P. R. R. Bond Fund	3,802 60
Hospital Sinking and Interest Fund	10,823 55
Swamp and Overflowed Land Fund	6,848 93
Court-house and Jail Fund	2,018 18
Levee District No. 1 Special Fund	201 24
Total	$ 97,846 28

TRANSFERS OF REAL ESTATE.

Filed July 8th.

Michael Haley to Maurice Haley, July 8th—West 30 feet of lot 7, block bounded by J and K, Thirteenth and Fourteenth streets; also part of lot 2, in block bounded by K and L, Thirteenth and Fourteenth streets, Sacramento; grant.

Charles M. Laughlin to Jonas King, July 2d—East half of northwest quarter and southwest quarter of northwest quarter, section 23, township 5 north, range 7 east, containing 120 acres; $1,560.

J. L. Coles et al. to Friend & Terry Lumber Company, July 8th—The buildings and improvements upon east 24 feet of lot 3, between K and L, Tenth and Eleventh streets, and leasehold interests to realty on which same is built, Sacramento; $1,900.

Wm. E. Hickey to Mary Hickey, July 8th—West half of lot 6, between P and Q, Tenth and Eleventh streets, Sacramento; grant.

Filed July 9th.

James Bigham to Amador Branch Railroad Company, June 26th—One and forty-seven hundredths acres of land lying along the said railroad in section 8, township 5 north, range 7 east; $5.

John Black and wife to Patrick Leavy, July 8th—East half of lot 7, between N and O, Fifth and Sixth streets; $500.

AROUND THE WORLD IN SEVENTY-FIVE DAYS.

Among the arrivals at the Windsor Hotel on Saturday were Mr. Ismay, of Ismay, Imrie & Co., of Liverpool, who was accompanied by his wife and son and Mr. and Mrs. Barron. The party had reached this city after a remarkably quick journey around the world. Sailing from Liverpool on March 13th in the Oceanic, the pioneer ship of the White Star Line to New York, and now plying on the Occidental and Oriental Company's line between Hongkong, Yokohama and San Francisco, they reached Suez on March 26th. Passing Point de Galle on April 7th, Penang was reached on April 12th, Singapore on April 15th, and Hongkong on April 27th, the passage to that port being made in thirty-six and a half days, under steam, and being the fastest on record. Mr. Ismay and his party visited Canton and Shanghai, leaving the latter port on May 1st for Japan. They went by way of Nagasaki, through the great inland sea to Kobe, to Yokohama. Sailing from Yokohama on May 23d, the Oceanic carried the party safely across the Pacific ocean to San Francisco, where they arrived June 6th. When they arrived in New York they had traveled 22,326 miles. The time occupied in making this journey, exclusive of stoppages at different points visited, was 66 days. Allowing nine days in which to complete the journey to Liverpool, and the trip will be accomplished in 75 days, or five days less than the celebrated journey described in Jules Verne's romantic story, "Around the World in Eighty Days." The voyagers were fortunate in having fine weather nearly the entire trip. The temperature was unusually cool while they were passing through the Red Sea, and exceptionally cold on the Pacific ocean. The Oceanic brought as part of her cargo 1,500 tons of tea, including the first consignment of the new crop. Mr. Ismay, who visited this country in 1875, expresses himself as much surprised at the increased area of land brought under cultivation along the line of railroad near Omaha and west of Ogden since he last crossed the continent.—[New York Times, June 22d.

THE ENERGY OF CYCLONEAN FORCES.—In discussing the two cyclones which visited the Bay of Bengal in October, 1876, Mr. Elliott, meteorological reporter to the government of Bengal, incidentally gives some idea of the cyclonean forces which are developed by such storms. The average "daily evaporation" registered by Bengal instruments in October is "two inches." The amount of heat absorbed by the conversion of this amount of water daily over so large an area as the Bay of Bengal is enormous. "Roughly estimated," says Mr. Elliott, "it is equal to the continuous working power of 300,000 steam engines of 1,000 horse-power." A simple calculation will show that it suffices to raise aloft over 45,000 cubic feet of water every 24 hours from every square mile of the bosom of the bay, and transport it to the clouds which overhang it. When we extend the calculation from a single square mile to the area of the whole Indian gulf, the mind is lost in the effort to conceive the force which, in a day's time, can lift 50,000,000 tons. Yet it would be easy to show that such figures, fabulous as they seem, do not adequately represent the cyclonic forces of a single storm."

COMMERCIAL