THE DAILY RECORD-UNION.

WEDNESDAY.....FEBRUARY 9, 1881

Daily Meteorological Record—Signal Service United States Army.

SACRAMENTO, February 8, 1881—8:02 P. M.

Places of Observation.	Barom.	Thermom.	Humidity.	Velocity.	Direction of Wind.	Character of weather.	Rain 24hrs
Olympia..	29.98	42	91	S. 5	Gentle.	.07	Fair
Portland.	30.04	43	87	S. 4	Gentle.	....	Clear
Roseburg	30.10	40	91	E. 1	Light..	....	Clear
Red Bluff.	29.66	50	58	N.W.16	Brisk..	....	Fair
Sacram'to	29.97	52	73	W. 10	Fresh..	....	Clear
*S. Fran..	30.02	56	95	N. W. 1	Light..	....	L't rain
*Visalia..	30.01	53	93	S. E. 3	Gentle.	....	Cloudy
*L Angel.	30.01	53	86	S. W. 4	Gentle.	....	Fair

MAX. Ther., 61. Min. Ther., 51. River above low water mark, 23 feet 10 inches.

*4.02 A. M.

NEWS OF THE MORNING.

In New York yesterday Government bonds were quoted at 112¾ for 4s of 1907; 100¾ for 5s of 1881; 112 for 4½s; sterling, $4 83@4 86; silver bars, 111¼.

Silver in London, 51¾; consols, 98 11-16; 5 per cent. United States bonds, 103¼; 4s, 116; 4½s, 115¾.

In San Francisco half dollars are quoted at ¼ discount to par; Mexican dollars, 88¼@89c.

At Liverpool yesterday wheat was quoted at 9s 3d @9s 7d for good to choice California.

There was a fair business in mining stocks at San Francisco yesterday, with but little change in values. This change, however, was generally in the direction of lower prices. The week has been dull and unsatisfactory, and the outlook does not present a cheering ray.

Fire at Crystal Peak, Nev.; also at Ukiah, Mendocino county.

A jury has been secured at Santa Barbara in the Gray murder case, and the trial is progressing.

In the tax roll of Portland, Or., the gross valuation of property is placed at $13,512,955.

Owing to impassable roads, there has been no mail between Ellensburg and Yakima, W. T., for some weeks.

The reports of rich mineral discoveries at Takou, Alaska, are still exciting the people up north.

The Chase river coal mines at Nanaimo, B. C., are on fire.

As will be seen by our dispatches from the East and South, Sacramento valley is not the only region at present troubled with high water. Missouri, Louisiana, Florida, Alabama and other points suffering greatly.

Half the business part of the town of Omro, Wis., has been burned.

The steamer Bohemian, from Boston for Liverpool, has been wrecked on the Irish coast and thirty-two persons drowned.

At a Republican meeting in Brooklyn Monday night a free fight occurred, in which several persons were severely handled.

A train on the New York Central Railroad was wrecked Monday, but only two passengers were hurt.

A Delaware Judge called the attention of the Grand Jury to Colonel Ingersoll's recent lecture at Wilmington, as coming under the law against blasphemy.

Sarah Hiley, 12 years old, was burned to death Monday at Owensville, Ky., by her clothing catching fire.

Over $12,000,000 has been expended on the Brooklyn bridge since its commencement.

O. S. Falk shot Joseph Butcher and G. W. Herring at Las Animas, Col., Sunday night.

The Health Officer of San Francisco reports the small-pox to be dying out in that city.

A case of small-pox at Merced had the effect of closing all the schools and the vaccination of the pupils.

The U. P. R. R. Co. are going to build a broad gauge road from Greeley to North Park, Col., over 100 miles.

Seven jurors only have been secured in the Kalloch murder case at San Francisco so far.

The town of Walnut, Ia., was nearly wiped out of existence by fire Monday.

The spinners and weavers of Fall River, Mass., are on the eve of a strike for increased wages.

Ex-Congressman Hay, of New York, is dead.

Two persons were killed at Buffalo yesterday by the falling of a portion of the Lake Shore depot.

AMAZING IGNORANCE.

A Senator rose in his place yesterday to make a speech in favor of repealing the Drainage Act, and in the course of it he observed that in his opinion the present inundation of the Sacramento valley demonstrated the failure of the plans of the engineers. It is not an easy matter to deal with ignorance so dense and hopeless as this Senator exhibited. It is unfortunately only too plain that he has wholly misconceived the character and objects of the works which have been undertaken; that he knows literally nothing about the subject; yet that he is willing to vote against the continuance of measures which he has not taken the pains to examine in the most superficial manner. We are almost ashamed to recapitulate the elementary facts which this Senator has failed to master, but since it is evidently necessary it must be done. It is not, then, and never has been, supposed by the engineers, or intended, that the brush dams which they built would hold back *the water*. They were not meant to diminish the flow of the rivers across which they were placed, and consequently they could not have made any difference whatever to the hight of the water in the valley. How, therefore, the present inundation can be regarded as indicating the failure of the works, it is impossible to conceive. The dams were constructed for no other purpose than to check the velocity of the current, and cause it to deposit the heavier portion of the debris it carried in solution. If they have accomplished this they have entirely fulfilled their functions, and nothing more can be expected of them. That they have done this has already been proved in the clearest manner. It seems further necessary to say that the plans of the engineers have not yet been half tested. Those plans comprehend simultaneous action upon the upper and lower sections of the rivers to be treated. They embrace a system of levees, of stopping superfluous channels and straightening tortuous ones, below this city, as well as a system of dams above. It is absolutely impossible for any man to determine whether these plans will prove unsuccessful until they have been fully tested. It is perfectly safe to assume that they will not fail, because the principles adopted have often been applied elsewhere, and always with success, and because, which is the main consideration, they rest upon natural laws, the uniformity and persistency of which are indubitable. Nor would the present failure of the dams, supposing that they had failed, be an argument against the system of which they form only a small part. The problem to be solved is not merely the holding back of the debris. It involves the restoration of its full carrying capacity to the Sacramento river; and so high an authority as Captain Eads has stated in his report that if the measures now in progress are carried out fully, the Sacramento will carry whatever volume of water may be put into it without breaking out of its banks. That is the consummation to be sought, and so far is it from being true that the present flood is a proof of the failure of the engineer's plans, that if those plans had been carried to completion before the late storms, it is a just assumption that the flood would not have happened at all. It is to prevent such inundations that these works are demanded, and that they will produce that result we have the most trustworthy guarantees. We regret to be compelled to take honorable gentlemen to task for their slipshod statements; but when men in whose hands great interests and great responsibilities rest neglect the plain duty of informing themselves upon the questions which they undertake to discuss and adjudicate, they have no right to complain if they are rebuked for their indolence and presumption.

THE ASSEMBLY COMMITTEE'S REPORT ON DEBRIS.

Yesterday the Assembly Committee on Water Rights and Drainage submitted their report on the debris question, based on the prolonged investigation held by them. This report is a most emphatic vindication of the action of the Drainage Commissioners, and an equally positive and pronounced indorsement of the engineering works in progress. The committee say that the financial management of the work could not have been in better hands; that no trace or indication of corruption or mismanagement has been developed; and that "not a dollar of the money has "been misspent or misappropriated." They find that the recommendations of the engineers are wise; that the benefits to be derived from the works are substantial and permanent; and that these benefits will accrue "not only to the people of the "district, but to the State at large," in the preservation of valuable property and a vast increase in the taxable wealth of the State. They believe that unless the present or some equally effective system of drainage is carried out "the navigation "of this river must in time be wholly "destroyed, and the harbor and bay of "San Francisco will be in imminent danger of being ruined." They are of opinion, from the evidence before them, that the present system is based on sound scientific principles, and that the experiment "has not yet had a fair trial." They suggest that the repeal of the Drainage Act might create confusion and uncertainty in regard to the collection of delinquent taxes. They are convinced that the works begun and planned will "accomplish all that they are intended to accomplish," but they think it equally clear that if they should fail it would be "the "imperative duty of the State to adopt "some other means to accomplish the "same result." As a result of these conclusions the committee "recommend that "Assembly Bills 4 and 5, to repeal an "Act to promote drainage, be indefinitely "postponed."

Here, then, we have a fresh proof of the fact that no body of ordinarily intelligent men can examine this question candidly and dispassionately without becoming convinced that the measures which have been inaugurated are both necessary and wise, and that it is the duty of the State to carry them out. It is very significant that every attempt to investigate the subject thus far has resulted in the same way. On the one hand we find reckless declamation and denunciation by men who have not taken and will not take the pains to inform themselves accurately; on the other hand we see that the moment men resolve to inquire into it thoroughly they become converts to the views which the engineers have advanced. The attempts of the opponents of remedial action to prejudice the case by casting suspicion upon the honesty and competency of the Drainage Commissioners, have only brought into sharper relief the strict integrity with which those gentlemen have discharged their duties. The efforts to ridicule the methods proposed have only resulted in demonstrating the scientific soundness of the principles relied upon, and in calling a tention to the positive indorsement of the scheme given by engineers of such assured reputation as General Alexander, Colonel Mendell and Captain Eads.

When, as in this case, all the results of candid inquiry, and all the conclusions of science, point one way, there can remain no doubt as to where the right lies. The State acted wisely in calling to its aid the experience and skill of celebrated engineers, and having obtained their views, and having secured a plan of remedial action approved by them, it would be childish folly to throw away all that has been thus gained, upon no better excuse than the opposition of blind ignorance, stupid prejudice, and that miserable narrow-mindedness which causes too many people to shut their eyes to their own plainest interests whenever they cannot see the direct and tangible advantage to themselves of proposed legislation.

A great question was never less adequately treated than this has been by its opponents. They have apparently had but one thought from first to last, and that was for their pockets. The paltry tax of one-twentieth of one per cent. levied upon them has elicited a howl of anguish, and sooner than that they should be obliged to pay this trivial amount they have been willing that the whole of the Sacramento Valley, the navigable rivers, and the harbor of San Francisco, should be destroyed. It is very certain that these people could never have made a State if left to them selves, for they have not public spirit enough to organize a township. If they had their way no section would ever be assisted by any other section, but at the same time they would be eager to take whatever was offered to them. Thus we find Oakland, which has been bleeding the whole country for a harbor improvement of no present or prospective value to any soul outside its own limits, is forward in shrieking against the reclamation of the Sacramento Valley, while it is safe to say that every village and hamlet that has protested through its local paper against the works in progress would pester its Congressman to secure for it an appropriation drawn indiscriminately from the entire Union.

The Legislature ought, however, to rise above this littleness and this inconsistency. It is here to represent the whole State. It must see that the questions in issue affect the whole State; that it is impossible for the remedies demanded to be applied by merely local taxation; that the contributions asked from the State are to create new wealth, which when created will repay tenfold the present outlay; that if the measures in operation are repealed the destruction to ensue must entail greatly increased taxation upon the whole State, because flourishing industries would be destroyed, and large areas of cultivated land ruined. And seeing these things, it is the plain duty of every legislator who recognizes his responsibility not alone to the present, but to the future, to stand for the continuance of the remedial works which have been planned, and to vote down every effort to stop them.

INSANITY AND MURDER.

Mr. Enos has introduced a bill in relation to insanity and murder which seems to have been drawn by a congenial hand. It provides that the widow and children of any victim of murder, whether the murderer be declared insane or not, shall be empowered to proceed against him in civil suits, and if he be dead, the actions may be brought against his widow and children, or his heirs, administrators and assigns of any kind whatsoever. We suppose that Mr. Enos intended this as a complement to Senator Johnson's murder bill, but while the latter was only introduced for the purpose of emphasizing the disgraceful frequency of failures of justice in murder cases, the former appears to be a serious proposal, and as such is really suggestive of lunacy in the author. If it was meant for a joke, the point has somehow been omitted. If it was intended sincerely, it is a stupid travesty upon intelligent legislation.

CARD FROM MAYOR TURNER.

A Full Statement Concerning the Financial Condition of the City.

In accordance with a hint in my card of this morning, I wish to make a statement to the citizens of Sacramento in reference to the debt. In many respects it is a simple question, in others rather complex in its nature. I find, by conversing with various parties, that there is a prevalent belief that it can be gotten rid of in some way without paying it in full, either by absolute repudiation or by compromise. The fact is, it has been in a channel of compromise for several years past. Some $750,000 is already paid and obliterated by the operation of what is known as the "Funded Debt Commission," but there is still left $1,100,000 in bonds, and accrued interest amounting to some $600,000. There is a very vague and indefinite notion in the public mind as to how this debt was originally created. All have heard of the disasters against which this community has had to struggle in the early history of this city. It became apparent very early in its history that without some system of levee defenses it would be at the mercy of the annual flood. Consequently, prior to 1854, some $600,000 had already been expended upon levees, which had to be met by the issuance of bonds bearing ten per cent. per annum interest. Water-works had to be constructed to supply water to the citizens, at an expense of something over $200,000, for which bonds were also issued. In addition to this, from one cause or other, the taxes raised were utterly inadequate to meet the expenses of the city.

This condition of things existed until the year 1858. The expenses on levees, streets, etc., were met by an issuance of scrip, bearing a rate of interest varying from three to ten per cent. per month, until the city became apparently hopelessly bankrupt. In the year 1858 a bill was passed by the State Legislature incorporating the city and county of Sacramento as one government. In that bill it was provided that the city should not only refund its bonded debt, but also fund its floating indebtedness. It provided for the election of Commissioners to examine the claims against the city, with power to fund all that were found legitimate, and reject all that were fraudulent; the rate of interest being fixed at six per cent. per annum. This Commission funded of the old debt and floating indebtedness, as nearly as can be ascertained, $1,600,000. It is claimed by citizens still living in Sacramento that at least $400,000 was reported against by an expert employed for the purpose as being absolutely fraudulent. The President of the Board of Commissioners waited for some time for some citizen, or citizens, to enjoin him from issuing bonds in those cases, but as no one appeared, they went over with the balance. I claim that this matter of fraud has no possible bearing upon our present relation to this debt. The fact is, these bonds were issued under the signature and seal of the properly constituted authorities of this municipality of that day. The faith and credit of the city were pledged to the interest and ultimate redemption of these bonds. At the same time, I am fully convinced that the conditions under which the parties into whose hands the bonds and scrip had naturally drifted were fully aware of the precarious conditions under which they accepted them.

The flood of 1862 swept away in one fell swoop nearly the whole of the $600,000 which had been put on the levees, besides effecting a fearful depreciation of all private property in the city. The bonds at that time depreciated to a point varying from 18 to 25 per cent. of their face value, and are mainly held to-day by parties who secured them at that price.

In the year 1863 the city and county governments separated. A new charter was adopted for the government of the city, which in many respects ignored the provisions of the statute of 1858, under which the old debt was funded, and very naturally the Trustees elected to carry out the provisions of the charter of 1863 followed its instructions rather than those of the incorporation Act of 1858, which in relation to the funded debt provided that the revenue derived from all within the city limits for municipal purposes, namely, taxes, licenses, harbor dues, water rents and fines collected in the Mayor's Court, or otherwise, when paid into the treasury, should be set apart and appropriated as follows: "Fifty-five per cent. to the interest and sinking fund, which shall be applied to the payment of the annual interest and the final redemption of the bonds issued for city indebtedness, in accordance with the provisions of this Act; 15 per cent. to the salary fund, which shall be applied to the payment of the salaries of the municipal officers, as provided in this Act; 8 per cent. to the school fund, which shall be applied to the support of schools within the city limits, and the balance, 22 per cent., to a fund to be used for such necessary municipal expenses as are not otherwise provided for in this section, and shall be called a contingent fund." (This is Section 35 of said Act.) Section 34 provides that the Board of Supervisors shall not have power to levy any tax greater than 100 cents on the $100 for municipal purposes.

In the meantime improvements of one kind and another were urgently demanded, such as the establishment of a regular police force and a more efficient system of common schools, street improvements, and a system of sewerage, all of which combined to render it apparently impossible for the Trustees to levy this 55 per cent. of 1 per cent. in accordance with the terms of the Act of 1858; in fact, so far as I can learn, that contract with the bondholders appears to have been for a time almost lost sight of. And under this condition of things, it was quite natural the interest on the bonds should, as it did, fall behind eight years. And as the city was gradually recovering from its early disasters before the indomitable pluck and energy of those who had determined to make homes for themselves and a heritage for their children, or perish in the attempt, the holders of the bonds began to press their claims, seeing, with the sharp eye characteristic of the tribe, that what at one time must have seemed to them almost worthless was fast appreciating, and in a few years, at most, would be at par, so far as the bonds were concerned, let the fate of the interest be what it might. There were those here who saw this too, and as a checkmate move founded, by Act of the Legislature, the "Funded Debt Commission," which, as above stated, has, since 1872, bought in round numbers $750,000, and if it is allowed to go on may yet be a means very useful to the final extermination of the debt. And now a few words as to the present phase of the question. At the close of the last year we were threatened with a number of harrassing suits to be brought to prevent the statute of limitations making void the unpaid interest prior to 1877, it being conceded on all hands that that could be done should the city be pushed to extremities. Judge Beatty called a number of citizens together to consider the situation. He having been in constant communication with the city's creditors, his opinion of their temper had great weight. The funding of the back interest was discussed and met with no favor; and here let me say the Trustees have no tangible proposition from them—i. e., the bondholders—even to fund the back interest, to say nothing of the bonds. The proposition to fund the interest appears to me quite indefensible under the present circumstances. A correspondent of the *Bee* to-day asks five questions, which I think were mainly answered in my card this morning, but I will, as briefly as I can, answer them:

First—Not that I am aware of.

Second—Neither a majority, nor a minority, nor a single creditor, has expressed his willingness to refund at 50 per cent. on the dollar.

Third—I should say it would.

Fourth—No. It is proposed to pay one year's interest, commencing with 1877, allowing all interest prior to that and all ahead of it to be bought up on the best possible terms.

I will answer the fifth question by asking "X" if he held a note against me for $100 bearing 6 per cent. interest per annum, and he came to me six months before the note was due and offered to surrender the note on condition that I gave him a note for $50 bearing 5 per cent. interest, if I would not be a fool if I did not accept it.

The fact is, no bondholder and no agent of any bondholder has ever made any such proposition to the Trustees. The City Trustees, at the request of a large number of citizens, and some of the largest taxpayers, adopted a resolution, published in last night's *Bee*, that being considered the only way of preventing the suits by which we were threatened. The city has not only been threatened, but has to a certain extent sustained a disaster which has excited in the minds of citizens a doubt as to whether it would be prudent to levy a tax in accordance with that agreement. But the question arises as to whether we can honorably avoid it? I am fully aware that in order to make our levee defenses absolutely impregnable, so as to destroy this annual dread of the destruction of our homes and property by flood, it will be necessary for the city to expend comparatively large sums. Our levee on the front must be raised, and on the north raised and widened. Our drainage must be very largely improved, whether as a protection from storm waters or sewage.

I can only say in conclusion that the Trustees are not only willing, but anxious, to have the advice of their fellow-citizens in the conduct of all matters pertaining to the best interest of the city. Respectfully,

JABEZ TURNER.

Sacramento, February 8, 1881.

GENERAL NEWS.

LAST NIGHTS DISPATCHES TO THE RECORD-UNION.

CONTINUED SEVERE WEATHER.

Floods in the South and Rain and Snow East and West.

NEWS FROM THE NATIONAL CAPITAL.

Free Fight in a Republican Meeting at Brooklyn.

PASSENGERS COMING WEST BY RAIL.

A Delaware Judge Calls the Grand Jury's Attention to Ingersoll's "Blasphemy."

MISCELLANEOUS ITEMS OF FOREIGN NEWS

Terrible Marine Disaster on the Irish Coast—Thirty-two Lives Lost.

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

DOMESTIC NEWS.

Severe Weather and Floods.

ST. LOUIS, February 8th.—Information is received that the Gasconade and Osage rivers and the southern tributaries of the Missouri are pouring out great quantities of water and are rising rapidly. The steamboat men look for a break up there about Wednesday. This, it is believed, will render the steamboat property now in the harbor safe or nearly so. At all events, it will enable steamers to secure the most favorable places for shelter when the break comes.

KANSAS CITY (Mo.), February 8th.—Much damage has been done by rain, ice and snow along the Kansas Pacific, and the Atchison, Topeka and Santa Fe stock-yards are injured seriously. No trains have arrived from Pueblo since Wednesday, the heavy snows and freshets prevailing in Colorado causing the delay.

LINCOLN (Neb.), February 8th.—The rain storm telegraphed on Saturday turned into snow. There is about fifteen inches on a level now, and is an unusual feature. West of here there was a storm of sleet when we had rain, which prostrated all the wires. The Union Pacific had no western connection for twenty-four hours, and now has but one wire. The ice and snow will cause heavy loss among the cattle in the western part of the State.

ST. PAUL (Minn.), February 8th.—The railroads are blockaded. The rain packs the snow so that a shovel can only clear the track.

NEW ORLEANS, February 8th.—Crevasses in the new and old canal levees submerge nearly all that portion of the city west of Broad street, between Canal and West St. John street, and north as far as Ursulu street, embracing 100 square streets, and the sidewalks are entirely covered with water. Great efforts are making by the authorities to close the breaks in the canal levees, notwithstanding the water at all points is rising. The shell-road from the New Lake end to the Half-way House is two feet under water. Fences are blown down and the roof of the North Drydas Market has been carried away. The roof of a wing of the State House, in which are the offices of the Superintendent of Education and Commissioner of Immigration, was blown off, and the records received a wetting. Algiers suffered terribly. Every fence in the town is down, also smokestacks and roofs of houses. A building on Rollett street was blown to pieces. The Signal Officer reports threatening weather, with easterly winds, which will have the effect of forcing more water into the city from the lake and gulf. The water in the rear of the city is rising and spreading rapidly. The indications are that all the city west of Clayburn, from Carrollton to Elysian Fields streets, will be submerged. The water along the line of the Mobile Railroad is much higher, with indications that the entire road bed from Michaux to Lookout Station will be submerged. Several theatrical companies are detained by the break in the Mobile road.

NEW ORLEANS, February 8th.—Most of the breaks in the canal levees have been closed, but the water is still rising, and is within four squares of Claiborne street.

MOBILE (Ala.), February 8th.—Heavy storms occurred Sunday. Several washouts are reported on the New Orleans and Mobile and Mobile and Montgomery roads. Trains are suspended, and the wires are down nearly everywhere.

PENSACOLA (Fla.), February 8th.—The heaviest gale for years prevails here. Much damage to shipping has occurred.

LONG BRANCH (N. J.), February 8th.—The ice is so heavy here that people walk out to sea 200 yards. The ocean piers are damaged by ice.

The Inquiry in Regard to the Chinese Treaties.

WASHINGTON, February 8th.—The last awkward squad of United States Senators was put through the committee of inquiry yesterday. There is no field now to explore except that of the telegraph offices and the correspondents. It seems that the examination of Senators has not only covered the printing of the treaties, but that each has been asked on his honor whether he gave out to any one the proceedings of the executive session which ordered the present investigation. The questions asked each Senator have been these: First—Did you give out the Chinese treaties to anybody, or did you give the accompanying documents to any one? Second—Do you know anybody who gave them out directly or indirectly? Third—Did you make or have made any written copies of these treaties, and then give these out directly or indirectly? Fourth—Have you any information that would assist this committee in its work? Fifth—Do you know of copies of these treaties being in any other hands than those of Senators? Sixth—Are you aware that the proceedings of the executive sessions have been published in violation of the rules of the Senate, and can you give any information which would enable the committee to discover the cause of such information? All the Senators have pleaded ignorance. Many of them went so far as to say they never read the newspaper reports regarding confidential matters, and there were some a little shy how they answered the last question. Having exhausted the supposed channel of information, the committee will report to the Senate in executive session that, after careful inquiry, it has been satisfactorily shown that the premature publication of the Chinese treaties was due to carelessness in the public printing office.

Railroad Extension—Narrow Escape.

OMAHA, February 8th.—Thomas L. Kimball, Assistant General Manager of the Union Pacific, and E. P. Vining, General Freight Agent, returned to-day from New York. Mr. Kimball says that at an executive meeting of the Board of Directors of the Union Pacific, it was decided to build a broad gauge road from Greeley to North Park, Colorado, by way of Fort Collins and up the Cache la Poudre river, the distance being something over 100 miles.

On their way home Messrs. Kimball and Vining met with a narrow escape from death. Yesterday morning, between 3 and 4 o'clock, near Striker's station, Ohio, on the Lake Shore and Michigan Southern Railway, the train struck a broken rail, and their private car was thrown from the track down a ten-foot bank, rolling over on its side. The car was smashed into kindling wood, and could not have been more so had it been struck by lightning. There were seven persons in the car, but not one was seriously hurt. A freight train was following close behind, and was signaled just in time to prevent telescoping. The car was abandoned as a total wreck. Had the train run a few rods further the accident would have been more serious, as the bank is higher and near the river. Had not the coupling broke, the whole train would have been pulled off the bank by the falling car.

Railroad Accident.

NEW YORK, February 8th.—The express train over the Michigan Southern and Lake Shore road, due here yesterday morning, was thrown from the track near Strecker, Ind., by a defective rail. The train was behind time and running at a high rate of speed, endeavoring to make up the lost time. Two sleepers jumped the track, and the Union Pacific Directors' car, containing a number of railroad officials, was pitched down an embankment ten feet high and completely wrecked. Its occupants were all badly bruised. Many accidents are occurring on this road and on the Michigan Central this winter.

Westward-Bound Passengers.

OMAHA, February 8th.—The following through passengers were on to-day's train, leaving at 12:15 P. M., to arrive in Sacramento February 12th: F. E. Woodbridge, Walter Scranton, Vermont; A. R. Hammond, Greenland; J. W. Oakman, J. C. Oakman, Brooklyn; H. Shrier, Mrs. W. B. Cobb, San Francisco; Edward Hastings, A. S. Glover, David Randall and wife, Boston; Mrs. J. D. Hill, Elk Grove; Miss E. L. Sprague, Miss Helen Merriam, Bessie Merriam, Wallingford, Conn.; C. H. Cole and wife, Little Rock, Ark.; L. M. May, Portland, Or.; R. C. Vilas and family, New York.

Five through emigrants left on last night's emigrant train, to arrive in Sacramento February 15th.

The Monroe Doctrine.

WASHINGTON, February 8th.—The House Committee on Foreign Affairs unanimously adopted the report of the sub-committee (Hill of Georgia, Chairman) upon the Crapo resolutions declaring the policy of the United States in reference to the Interoceanic Canal, and instructed Hill to report the same, with the substitute resolutions accompanying, to the House with a recommendation for adoption. The report reviews the entire question, and concludes as follows: "Your committee, therefore, as an affirmation of the Monroe doctrine, believe that 'Americans must rule America,' and that as a notice to all the world the United States, while cherishing a friendly spirit to all nations, will adhere to a strict neutrality in all transatlantic affairs, and expects a like non-interference in all American affairs, whether in the Northern or Southern or Western hemisphere, and that we recommend the adoption of the following resolution: That the establishment of any form of protectorate by any of the powers of Europe over any independent States of this Continent, or the introduction from any quarter of a scheme or policy which would carry with it the right of any European power to interfere with their concerns, or to control in any other manner their destiny, or transfer to any such power by conquest the cession or acquisition in any other way of any of those States or any portion thereof, is a measure to which this Government is opposed, and which, should the attempt be made, it will regard and treat as dangerous to our peace, prosperity and safety; that the conception of any public works connecting the waters of the Atlantic and Pacific by any European Government or power, whether the same be constructed at Panama or elsewhere, would be in violation of the spirit and letter of the Monroe doctrine, and could not be sanctioned by the Government of the United States; that should a canal be constructed across the Isthmus of Panama or elsewhere, this Government will insist that it shall not be under the control of any European Government or power; that it shall be free to the commerce of the world upon equal terms, and that no discrimination shall be ever shown against the United States in peace or war; that the President be requested to take the steps necessary and proper for the abrogation of any existing treaties whose terms are in conflict with this declaration of principles."

The New York Militia and the Jesuits.

NEW YORK, February 8th.—A short time ago the Sixty-ninth Regiment of the National Guard announced a parade, reception of colors, concert and dance in the armory, an admission to be charged and the receipts to be given to the Jesuit priests of this city for a college. The Adjutant-General ordered that an admission fee to the armory could only be collected for the benefit of the regiment. The regiment then secured Madison Square Garden for the 23d instant for the same purpose. Now the State military authorities order that all uses of the armories by religious sects or any religionists, together with parades of the National Guard for their benefit, is forbidden.

The Whittaker Court-martial.

NEW YORK, February 8th.—In the Whittaker Court-martial, General Schofield testified that the cadets appeared to be intensely indignant after the outrage was committed. It was as unfair to suspect them as to suspect the guests of a first-class hotel of complicity or sympathy with a great robbery. He believed the affair originated outside the limits of New York, and would continue to investigate the matter as long as he lived until he reached the truth. He had his own theory and suspicions. He thought the motive of outside parties was much stronger than any motive Whittaker could possibly have had. Major Pipes, the officer in charge of West Point, was the next witness. He gave a long account of the finding of Whittaker.

Naval Changes.

WASHINGTON, February 8th.—The following naval orders have just been issued: Pay Inspector Casper Schenck to duty at the Navy Pay Office in San Francisco on the 1st of March; Pay Director James Fulton from the Navy Pay Office at San Francisco, and ordered to settle his accounts; Paymaster Edward Bellows from duty as Inspector of Pensions and Clothing at the Navy Yard at Mare Island, and ordered to hold himself in readiness for sea duty; Paymaster H. G. Cobby has been ordered to temporary duty as Inspector of Provisions and Clothing at the Navy Yard, Mare Island, in addition to his present duties.

A Free Fight in a Republican Camp.

NEW YORK, February 8th.—The Kings County (Brooklyn) Republican Grant Committee, during a session last night to complete its organization, engaged in a fight, in which several members were seriously handled. The gas being turned off other lights were provided and the fight was renewed. Ex-Sheriff Daggett, leader of the anti-Conkling wing, got a heavy blow on the head.

Railroad Lands.

WASHINGTON, February 8th.—From the report of the Auditor of Railroad Accounts, it seems that there remain unvested by reason of non construction of railroads for which grants were made the following lands: Northern Pacific, 27,000,000 acres; California and Oregon, 1,731,632; Atlantic and Pacific, 15,-958,150; Southern Pacific, 4,757,824; Texas Pacific, 2,000,000.

Ingersoll's Utterances and a Delaware Judge.

WILMINGTON (Del.), February 8th.—At the opening of the Criminal Court yesterday Chief Justice Comegys called the Grand Jury's attention to the recent address of Colonel Ingersoll in the city, saying it was blasphemous, and worthy of the attention of the jury as coming under the law of blasphemy.

Disastrous Fire.

OMRO (Wis.), February 8th.—This morning a fire destroyed half the business part of this town, including ten stores, a planing mill, Thompson & Fayden's carriage factory, and a large business block. The loss is not less than $200,000.

River and Harbor Bill—Motion Rejected.

WASHINGTON, February 8th.—In the House of Representatives the motion to pass the river and harbor appropriation bill under a suspension of the rules was defeated, the ayes being 160 and the noes 86—not the two-thirds necessary.

Train Wrecked.

NIAGARA, February 8th.—A train on the New York Central Railroad was wrecked yesterday and two passengers hurt.

A Batch of Fatalities.

LOUISVILLE (Ky.), February 8th.—An Owensville special to the *Courier-Journal* says: Miss Sarah Hiley, daughter of August Hiley, aged about 12 years, was burned to death to-day, her clothing catching fire. Three other fatalities are reported—a rolling log, heart disease and a powder explosion being the agents of death.

The Brooklyn Bridge.

NEW YORK, February 8th.—The expenditures of the Brooklyn bridge since its commencement has been over $12,000,000.

Death of Congressman Page's Father.

WASHINGTON, February 8th.—Intelligence has been received from Representative Page that his father died last Saturday, and his return from Western New York is therefore not expected before to-morrow.

Sherman's Successor.

WASHINGTON, February 8th.—They say here now that Vice-President Wheeler is to be Sherman's successor in the Treasury Department.

Two Men Shot.

DENVER (Col.), February 8th.—The Pueblo *Chieftain's* Las Animas special says: Sunday night Joseph Butcher and O. S. Polk quarreled at cards, and the latter drew a revolver. The former advanced upon him and was shot. Polk then threatened to shoot the first person who attempted to lay hands on him. G. W. Herring, badly frightened, started for the door, and was shot through the neck. Both men will probably die. Polk gave himself up.

Sitting Bull's Whereabouts.

ST. PAUL, February 8th.—A scout who followed Sitting Bull across the line reports him now safe in Woody Mountain with some 300 persons. The country has no buffalo, and starvation awaits the hostiles. Crow King's band, 315 strong, have surrendered at Fort Buford. He is the next chief to Sitting Bull, and says the latter will soon come. He wants his band settled on a reservation, to learn the ways of civilized life.

A Town Nearly Wiped Out of Existence.

COUNCIL BLUFFS (Ia.), February 8th.—A fire yesterday nearly swept out of existence the town of Walnut, in this county, on the Rock Island Railroad. Seventeen business houses and residences were totally destroyed, with most of their contents.

The Wrecked Steamer Bohemian.

BOSTON, February 8th.—The steamer Bohemian, reported wrecked on the Irish coast, was one of the six steamers of the Leyland line plying between this port and Liverpool. She was built at Belfast in 1870, and combined speed with great carrying capacity. She was 400 feet long, with 500-horse-power engines. The vessel was probably worth half a million dollars when wrecked. Her cargo was worth $238,000.

CROOK HAVEN, February 8th.—Nothing remains to mark the scene of the wrecked steamer Bohemian beyond large quantities of wreckage washed ashore. Thirty-five persons were drowned, including the master, first, third and fourth officers, chief, second, third and fourth engineers and three quartermasters. Two invalid sailors sent from Boston were also drowned. The survivors are the second mate, boatswain, steward, storekeeper, boatswain's mate, seven firemen, three seamen, a boy, the second and third stewards and Cornelius Sullivan.

Washington Notes, by Our Own Correspondent.

WASHINGTON, February 8th.—The counting of the electoral votes in joint Convention of the two houses of Congress to-morrow is not expected to occupy more than two hours, and unless a considerably larger portion of the afternoon be thus consumed, both branches will immediately afterwards proceed with their respective legislative business. The House will continue consideration of the legislative, executive and judicial appropriations bill, and the Senate will endeavor to dispose of the pension appropriation bill, the debate upon which has been already prolonged beyond all expectation. The intention of the party leaders to bring forward the House funding bill, with the Senate Committee amendments, immediately after passing the pension bill, has been abandoned, and the Postoffice appropriation bill will be given precedence.

The Senate galleries were crowded to-day with a fine-looking audience of both sexes, in expectation of hearing a scorching reply from Senator Conkling to the caustic attack made upon him by Senator Butler yesterday, but the stately New Yorker made no remarks, except late in the afternoon upon some question connected with the Pension Appropriation bill, and the large audience dispersed soon after greatly disappointed. It is believed, however, that the reply will be made day after to-morrow.

The resolution of inquiry into the New York Custom-house appointments, which the Senate adopted to-day on motion of Conkling, is understood to be his parting shot at President Hayes' so called civil service policy, and some very curious developments are predicted.

The Senate Committee on Education and Labor to-day agreed to recommend the passage of Teller's bill authorizing the State of Colorado to select, under the Agricultural College Act, 90,000 acres from any surveyed public lands in said State, not double minimum-priced land, provided that in no case shall mineral lands be selected.

The Secretary of the Interior has reversed the recent decision of the Commissioner of the General Land Office respecting the pueblo lands of Monterey. Commissioner Williamson decided that the northern boundary of the grant was at the great bend of the river, three miles south of the line now established by Secretary Schurz, who holds that Tract No. 3 of the city lands was properly included within the official survey. On this tract are situated the wharves and warehouses of the Pacific Coast Steamship Company, who claim title from the city, which is now confirmed.

Representative Page returned from New York to-day.

Fatal Fall of a Roof.

BUFFALO, February 8th.—All the old part of the Lake Shore depot—about 400 feet—fell in to-day while the Lake Shore train was in the building. Two persons known to be killed. No passengers were killed. The building fell with a terrible crash—only three spans adjoining the new structure remained standing. Just how many lives were lost is not yet know. The firemen and police have gotten from the debris the bodies of Captain John Burres and Henry Walters, private secretary of Superintendent Tillenhast, of the New York Central. Great carelessness in constructing the new depot was the cause of the accident. The passengers in the train upon which the timbers fell were not injured. Had the roof fallen a few minutes earlier, when the depot was full of trains, the loss of life would have been enormous. The body of William Wells, clerk for Car Inspector Howe, of the Lake Shore road, and two other bodies have been found, and more are supposed to be buried in the ruins.

ANOTHER ACCOUNT.

BUFFALO, February 8th.—Shortly after 9 o'clock this morning the arched roof of the old New York Central depot, Exchange street, overweighted with accumulated snow and through weakness by the removal of the former offices which had formed a large portion of its support, fell, burying a number of cars and human beings beneath the tangled mass of iron, wood, glass, snow and brick. The work of overhauling the ruins was immediately begun by the fire department and employes of the railroad. The first two bodies recovered were those of Capt. Byrnes and Henry Walters. Shortly after the workmen found the mangled body of Wm. Wells, clerk for Car Inspector Howe, of the Lake Shore Railroad. Two other bodies were found later. John A. Jackson (colored) was in the closet of the waiting-room, and immediately on hearing the crash smashed a window and jumped into the street. He was followed by Wm. I. Odell, agent of the Wagner Sleeping-car Company. J. Covery, who has charge of the news stand, escaped through the window, in smashing the glass of which he cut his hands severely.

Half a Million Gone.

INDIANAPOLIS, February 8th.—The loss by the burning this morning of J. O. Ferguson & Co.'s pork-packing establishment is estimated at half a million. The stock was nearly all destroyed, amounting to 3,000,000 to 4,000,000 pounds of pork. Insurance, $370,000, in five companies. The firm will rebuild at once, and resume work in ninety days. Two hundred hands are thrown out of work by the fire.

Cheaper Than Walking.

NEW YORK, February 8th.—The Pennsylvania Railway has again reduced its emigrant rates, making the fare to Chicago $