THE DAILY RECORD-UNION.

SATURDAY..........FEBRUARY 4, 1882

Meteorological Observations — Taken at Each Station at the Same Moment.

SACRAMENTO, February 3, 1882—8:02 P. M.

Places of observation.	Hight of barom.	Ther.	Direction of wind, velocity	Character of wind force.	Rain in 24 hours.	State of the weather
Olympia	30.40	40	S. 9	Fresh	.....	Cloudy
Portland	30.51	37	Calm	Calm	.....	Foggy
Roseburg	30.47	37	Calm	Calm	.....	Clear
Red Bluff	30.35	46	N. E.	Light	.....	Clear
Sacramento	30.36	49	N.	Light	.....	Clear
S. Francisco	30.35	51	N.	Light	.....	Fair
Visalia	30.36	45	W.	Light	.....	Fair
Los Angeles	30.29	50	N. W.	Light	.....	Fair
San Diego	30.25	52	N. 8	Fresh	.....	Fair

Maximum temperature, 58; minimum, 35.
River above low-water mark, 11 ft. 10 inches.

JAMES A. BARWICK,
Sergeant, Signal Corps, U. S. A.

Weather Probabilities.

WASHINGTON, February 3d.—Indications for California: Fair weather.

THE BEST PAPER.

The WEEKLY UNION for 1882 will be found to be decidedly the best and most desirable paper issued among all the weeklies of the coast. It is sent out in two sheets each of eight pages—one on Wednesdays and one on Saturdays. It therefore goes to its readers oftener than the old style of weekly journal, and its news is fresher, and very nearly on a level, in point of time, for country readers with the usual daily paper. It has no equal in this State or on the coast as a journal adapted to all the demands on a newspaper for the family, the street, the office and the shop. The WEEKLY UNION has departments specially edited, of variety, fullness and great value, as agricultural, market and stock reports, Eastern and home telegrams, home and foreign correspondence, serials, general miscellany, the household, puzzlers' department, mining news, State and coast news, etc. In addition are the editorials, discussing all topics of public concern in a scholarly, able and unequaled manner for fairness and fearlessness, and also the regular department of reviews and notices of the new books and publications of the day. The WEEKLY UNION is mailed for $2 50 per year to any address.

THIS MORNING'S NEWS.

In New York Government bonds are quoted at 118⅛ for 4s of 1907; 114¾ for 4½s; 100⅜ for 3½s; sterling, $4 85@4 90½; silver bars, 113⅞.

Silver in London, 52d; consols, 99 11-16d; 5 per cent. United States bonds, extended, 103⅜; 4s, 120; 4½s, 116½.

In San Francisco half dollars are quoted at ½ discount to par; Mexican dollars, 89@89⅛c.

Mining stocks continue dull in San Francisco. The record of transactions yesterday morning appears to be smaller than usual. Values of Comstock shares were barely sustained. In some cases there was a decline of 5c to 50c per share, as compared with Thursday.

Fire at Whitehall, Ill.; also at Grafton, Pa., and Findlay, O.

The Coroner's jury justified Milton, who killed Woodward in Shasta county.

The steamer Germanic takes from New York to-day, for Europe, $1,850,000 in gold.

The Commercial elevator, one of the oldest in the city, was burned at Buffalo yesterday.

The Sherman funding bill was passed in the Senate yesterday by a vote of 38 to 18.

A sensation was caused at Stockton yesterday by the explosion of a cistern.

During the past seven days 146 business failures have occurred in the United States.

In the treaty between Russia and Persia, the former acquires the Akpaltekke oasis.

Guiteau and his counsel again appeared in Court at Washington yesterday, and the proceedings in support of the motion for a new trial were commenced.

Herbert Steele shot and killed William Rafferty Thursday night at Silver Reef, Utah.

John W. Berry was hanged at Prescott, A. T., yesterday, for the murder of Michael Shane.

A letter from ex-Secretary Blaine to President Arthur, in regard to the proposed Peace Congress, will be found this morning among our dispatches.

The Secretary of the Navy disapproves of punishing offenders by solitary confinement on bread and water, or diminished rations.

Guiteau perpetrates another letter to the public.

Garibaldi's health is still precarious.

The new Egyptian Ministry has been formed.

In the billiard match at Paris last night, Slosson closed the evening's play with a score of 3,000 points to Vignaux's 2,553.

D. C. White was hanged at Canton, Tex., yesterday, for the murder of George Conquest in 1876.

A colliery explosion at Chesterfield, Va., yesterday, caught 32 men underground.

One hundred and twenty-five deaths occurred in San Francisco this week.

A tripe factory was destroyed by fire at San Francisco yesterday.

The night schools of San Francisco are attended by 1,200 children.

Readers of the RECORD-UNION will find much to interest them on the inside pages of this morning's paper.

BAD NEWS ABOUT DE LONG.

The last news about Commander De Long is to the effect that when last heard of he and his party had gone some distance up the banks of the Lena, and then struck off into the wilderness, in what direction nobody as yet knows. But as the region into which he then entered is said to be almost destitute of game, and as the whole country is covered with snow, and as the party was very short of provisions, the worst fears must be entertained. Unless one of the search parties should have come upon the wanderers the prospect of their escape from the wilderness seems very poor. They were not in good condition to begin with. They had but just escaped from a most desperate situation, and were still suffering from privation and the effects of the climate. And now they appear to have plunged, without guides, and perhaps without supplies, into a trackless desert, destitute of game, snow-covered, and vast in extent. And it must be remembered that the last heard from them was in October. Three months, therefore, have elapsed since they left the Lena to go in search of aid, and the absence of all further intelligence is suggestive of the worst. Knowing the danger in which De Long and his party were three months ago, the world will most anxiously await the next news from Danenhauer and Melville.

SOME MYSTERY.

There appears to be some mystery about the political changes just made in the Chicago Custom-house. One account states that Spaulding, the new Collector, is "a creature of Logan," and that he is discharging employes in Logan's interest. Another account states just as positively that Spaulding is a friend of Arthur, and that he is fighting Logan, and that the recent changes have been made in Arthur's interest. But however the truth may be as to Spaulding's inspiration and objects, there can be no doubt on one point, namely, that the summary dismissal of public servants without cause, and for purely factional reasons, is a scandal and a disgrace to the Republican party. Whatever else he may be his recent conduct proves that Spaulding is a "machine" politician of the most unscrupulous type, and such a man cannot prove a very useful or available supporter to any public personage who desires to retain the confidence and approval of the people.

PROPERLY DEFEATED.

The rejection of Plumb's foolish and mischievous proposition to rob the redemption reserve in order to pay off the debt, is matter for congratulation. It was such a proposition as could only have been made by a man densely ignorant of finance, or obstinately resolved to do as much harm as possible to the country. It is no doubt discouraging to find that imbecilities of the Plumb amendment kind are still possible, but it is some comfort to know that when it comes to the test there is sense enough in Congress to defeat them.

THE PROGRESS OF RAILROAD COMBINATION.

The recent progress of railroad combination, whereby the Gould and Huntington interests have coalesced, and which must result in the abandonment of competitive lines from the South and East into California, and the establishment of one harmonious and comprehensive transportation system embracing eventually the whole area between the northern boundary of Oregon and the Gulf of Mexico, has been received by the press generally with the usual unintelligent and alarmist comments. It is indeed not a little singular that the tendencies of railroad development in this country remain a sealed book to American journals generally, and that though experience, both at home and abroad, has furnished the most abundant aids to judgment, the average newspaper persists in regarding the subject from a standpoint which was never sound, and the fallacy of which has been becoming more conspicuous every day during the past ten years. The American popular fallacy, or as it may be called, vulgar error, in this regard, is that whatever evils are connected with transportation are to be cured by competition alone. It is the more remarkable that this belief should continue, because in no country has railroad competition been carried to such extravagant and destructive lengths, and in no country has it so completely failed to do what was expected of it. The truth (fortified and emphasized by the fierce and reckless struggles of the lines between New York and Chicago during the past year), is, that competition has thus far failed to supply any of the conditions looked for from it, while on the other hand combination has furnished whatever of stability, responsibility, caution and fidelity, the transportation question can exhibit. The popular idea on this subject has always been erroneous, but it has served to prevent the introduction of a more correct view, and it has also hidden the facts which make against it.

But it is necessary to say plainly that the natural tendency of railroad development in this country, as in all countries, is toward consolidation, and that consolidation is really very far from being the bugbear it has been represented by ignorant and foolish people. And lest we should be accused of advancing heterodox opinions on this subject, we will support ourselves by a citation or two from Charles Francis Adams, Jr., whose authority on the transportation question is indisputable. He said, writing in 1878: "We find that "railroad competition has been tried all "over the world, and that everywhere, "consciously or unconsciously, but with "one accord, it is slowly but surely being "abandoned. In its place the principle of "responsible and regulated monopoly is "asserting itself. The same process, varied "only by the differing economical, social "and political habits and modes of thought "of the people, is going on in France, in "Belgium, in Germany, and in Great Britain." And then he shows in some detail how consolidation has been at work in all these countries, and how monopoly has not only succeeded unlimited competition, but succeeded it to the very manifest advantage of the public. "Nowhere," he continues, "is the present tendency towards "the concentration of railroad interests in "a few hands more apparent than in England. The mill of competition has there "about fulfilled its allotted work. The "whole English system has now passed "into the hands of a few great companies, "by whom the country is practically divided into separate districts. These are "literally in the hands of monopolies."

Mr. Adams quotes from the findings of a parliamentary commission the results of these combinations. The North Eastern Railway is composed of thirty-seven lines, which were originally rivals. The committee said: "Before this amalgamation "they had, generally speaking, high rates "and fares, and low dividends. The system is now the most complete monopoly "in the United Kingdom; from the Tyne "to the Humber, with one local exception, it has the country to itself, and it "has the lowest fares and the highest dividends of any large English railway." The committee also say that "the general "feeling in the district it serves appears "favorable to its management," which proves that monopolies need not be oppressive. The common idea of railroad combinations, indeed, is extravagantly incorrect, for it represents a state of things which has never occurred yet in any part of the world. Abuses in railroad management have no doubt been plentiful enough, but the worst of such abuses have always been connected with periods of fierce competition and divided responsibility. Indeed, the fiercer the competition the more arbitrary are the discriminations, as a rule, and the less conscientious the management; and as consolidation proceeds the great fluctuations in rates, the reckless "cutting" and "scalping," are abandoned, and system and order take their place. Competition, in fact, has thus far proved to be a crude and clumsy and costly method of developing consolidation. It is a species of education which has cost railway managers and the public very heavily, but it has after all settled the question of the Survival of the Fittest, and there is every reason to hope that it has paved the way for a more generally satisfactory system of transportation than that which it accompanied.

We are not unmindful of the fact that public opinion is prone to see in all these consolidations ominous and sinister events, which are in some way binding shackles on the limbs of the people. For this kind of notion the press is largely accountable, but it is time that a more rational and just view of the situation should obtain. On this question we may very well refer to Mr. Adams again. He says: "The popular apprehension of imaginary danger to "be apprehended from railroad consolidation is not well considered. With those "who have most reflected on the subject "it is safe to say that the idea of a consolidation of all the railroad interests of "the country into the hands of three or "four corporations, would excite no apprehension. * * * Little as those who "expatiate on the subject seem to realize "it, it is nevertheless true that with each "new railroad the Vanderbilt or Jay "Gould or Huntington interest acquires, the more cautious and conservative they become. They realize "the responsibilities and dangers of their "position, if their critics do not." And in this increase of responsibility lies the solution of the problem. The truth is that as railroad consolidation progresses a great fog of uncertainty and cross-purposes is being cleared away, and the people are being brought face to face with a comparatively few groups of great capitalists, who by reason of their position and prominence cannot escape responsibility; who are compelled by the very nature of their objects to employ the strictest and most legitimate business methods; who have learned by sharp experience that equitable treatment pays far better than inequitable: who can be held to accountability at all times; and who are bringing what was a chaos into symmetry and order. This is what is happening all over the world, and it seems time that the American people shook off the delusions which have so long interfered with their intelligent comprehension of the transportation problem. For years past American politicians and journalists have been making giants out of air, to fight withal. They have perversely clamored for an extension of that fierce competition which has itself been the most powerful agent in working out the consolidation process. They have refused to perceive what the development of railroads everywhere was teaching, namely, that consolidation was the natural outcome of competition, and that it was inevitably, being the result of a strong effort for relief, a change from worse to better conditions.

The recent combination, which appears, so far as we can judge from this distance, to indicate the establishment of one great permanent system between the Pacific Ocean and the Gulf of Mexico, need have no terrors for the public. The competition which has been looked forward to so eagerly by many could not have brought them the advantages they anticipated, and would certainly have resulted, sooner or later, in consolidation. This has been the end of every railroad contest, and it is the natural end. As it is, the interests of this State are assured far better care than they could have had under any other arrangement. It is no slight advantage to have the commanding railroads of the State controlled by citizens of the State; by men who would rather build up San Francisco than St. Louis, that is to say. And as regards the monopoly question, it is only necessary to refer to history to show how unwarranted are the prevalent fears on that head. With increased responsibility will come increased caution; with enlarged interests a broader policy. As these things have everywhere tended to work themselves out satisfactorily, so they may be trusted to follow the same course here. But the public will do well to accept as demonstrated these two propositions: First, that railroad combination and consolidation is the inevitable tendency of the whole transportation question; second, that railroad consolidation has everywhere produced better results for the country than had been attainable from unlimited competition.

THE DISCOVERY OF GOLD IN CALIFORNIA.

A correspondent observes: "The report "that Marshall was the first discoverer of "gold in California must be an error, I "having read myself when a boy that "Admiral Drake discovered traces of gold "and silver mines at his visit to this coast "in 1578." Our correspondent jumps too rapidly to conclusions. It does not follow that Marshall is not entitled to the fame of the discoverer of gold in California, because Drake is said to have found some traces of the precious metals. The discoverer of a thing is he who first directs it to the uses of mankind, not he who merely finds and then abandons. But in truth there is a great deal of uncertainty about Drake's discoveries. In the first place California is supposed to have been first discovered in the time of Cortez. It was visited by Francisco de Ulloa, Ferdinando Alarchin, Francisco Vasquez Coroneda and Father Marco de Mica, in 1539 and 1540. Hakluyt states that these explorers were as far north as the 37th degree of latitude, which would bring them within fifty miles of San Francisco Bay. In all these accounts, however, mention is made of abundance of gold, and in one of them it is stated that the natives used plates of gold to scrape the perspiration from their bodies! Who were these natives? Certainly nothing in the descriptions of these earlier voyagers suggests the remotest resemblance between them and the present Indians. The fullest account, however, appears in the narrative of "The Famous Voyage of "Sir Francis Drake into the South Seas, "etc., in 1577." Whereabouts Drake landed on the California coast is to this day a moot question. He himself says that having sailed northward till he was in 43 degrees latitude, his men complained so of the cold that he turned about and sought land, and soon found it, "not "mountains, but low plain land, till we "came within 30 degrees toward the line. "In which hight it pleased God to send "us into a fine and goode baye, with a good "wind to enter the same. In this baye we "anchored." Here he says his "fine and "goode baye" was in latitude 30 north, and why it should be supposed that this was San Francisco, which is in 37° 47′ north, we never could perceive. The strong probability is that it was much lower down the coast, while it is very doubtful whether the earlier voyagers ever were higher than Lower California. Drake's narrative, however, goes on to tell how the natives came down, with their King, and how they begged him to "take their "province or kingdom into his hand, and "become their King, making signs that "they would resign unto him their right "and title of the whole land, and become "his subjects." We have no doubt whatever that all this is apocryphal. The story is unnatural in the last degree. Natives have never been known to do anything of the kind, and when the author goes on to observe gravely that "the King and the "rest with one accord, and with great "reverence, joyfully singing a song, did "set the crown upon his (Drake's) head, "encircled his neck with all their chains, "and offered unto him many things," we feel certain that the entire incident has been fabricated. The too reckless chronicler goes on to tell how Sir Francis "took "the scepter, crown, and dignities "of the said countries into his hands," thus still further betraying his ignorance of Indian civilization by the narrowness of his invention, which could not provide these simple savages with any other kind of ornaments and insignia of royalty than gold chains, crowns and scepters. However, Drake dubbed the country Nova Albion, "and that for two "causes: the one in respect of the white "banks or cliffs, which lie toward the sea, "and the other, because it might have "some affinities with our country in name, "which sometime was so called." And now we come to the statement referred to by our correspondent, and which occurs in the following words: "There is "no part of earth heere to be taken up, "wherein there is not some probable show "of gold or silver." It is obvious that it will not do to credit Sir Francis Drake with the discovery of gold in California on the strength of such a statement as this alone; and yet this statement is his only contribution towards the solution of the problem. It is equally apparent that the reckless jumbling together of "gold or silver" is indicative of ignorance of the conditions under which the precious metals are found. Indeed it is quite possible that the early discoverers of gold really never saw anything more precious than mica or iron pyrites, for it is very doubtful whether any of them could have distinguished between those minerals and gold. But the whole story about Sir Francis Drake is too vague and misty to be accorded much historical importance. It is like the alleged discovery of America by the Northmen, in fact. It is possible that Sir Francis did see gold when he was in California, but it is certain that if he did he neither took any away with him, or made any use of the discovery. He is therefore not entitled to the fame of the discovery, but James Marshall is correctly spoken of as the discoverer of gold in California, because he was the man who first opened that splendid treasure to human uses.

THE ETHICS OF A RELIGIOUS JOURNAL.

We find in the *Christian Advocate* the following paragraph, which we reproduce for the purpose of analysis: "An utterly "vicious and worthless book, pretending "to be a history of Christianity, published "in Chicago, and carefully kept out of "the hands of Christian editors, was commended some time since by some papers "as a suitable text-book for our common "schools. At the time we did not notice "it, for the reason that we knew perfectly "well that there could not be in the whole "world a board of school directors ignorant enough to do a thing so astoundingly stupid and wicked. We honor the "editorial fraternity too much to suppose "it possible that there is one of them "that would seriously think of putting "such a book in any course of study. For "amazing and transcendent lies it rivals "'Gulliver's Travels,' but is devoid of wit, "wisdom or literary merit." It should be a very bad book to merit this denunciation. According to the *Christian Advocate*, it is vicious, worthless, mendacious, stupid, wicked, witless, silly, and devoid of literary merit. The work referred to is Waite's "History of the Christian Religion, to the Year Two Hundred." We have reviewed the volume in these columns, and have recorded our opinion of its merits in somewhat different language to that of our religious contemporary. It is, in fact, a very remarkably candid, cautious, conservative production. Indeed it is in many respects little other than a compilation of historical documents and citations. The aim of the author has been to collect everything that threw light upon the growth of Christianity up to the end of the second century. He is not a theorist. He has not written for the purpose of supporting a particular line of argument. He has advanced absolutely nothing which is not amply supported by historical proofs already fully accepted by scholars. The conclusions to which he has come are simply those to which alone the historical evidence must impel every candid and unbiased searcher after truth. The book is neither "vicious" nor "worthless." It is, on the contrary, as virtuous as the earnest and honest pursuit of truth can render any inquiry, and it is as valuable as the clearly-stated result of a conscientious and thorough research of that kind must always be. In saying that it contains "amazing and transcendent lies" the *Christian Advocate* has been guilty of dishonesty and slander, for the charge is wholly untrue, and could only have been preferred by one equally ignorant, reckless and mendacious. It is however only too painfully evident that the *Christian Advocate* denounces Waite's "History of the Christian Religion" because it fears the truth, and not at all because it apprehends the dissemination of lies. But as our pious contemporary has thus alleged the presence in the book referred of "amazing and transcendent "lies," perhaps it will go so far as to support its statement by mentioning a few of these falsehoods. We will not ask for many. Two or three will serve our purpose, or say at the outside half a dozen. Will our reverend contemporary undertake to furnish so much evidence in vindication of its calumnious charges, or will it acknowledge that it has made a very disgraceful exhibition of itself in this connection? A so-called religious journal ought to be at least not a deliberate falsifier of facts, yet that is what we are compelled to charge our contemporary with having done.

RUSSIA AND COREA.

A dispatch from St. Petersburg says Russia contemplates the annexation of Corea, on account of the insecurity of her Pacific possessions and the warlike disposition of China. This is as lucid an explanation of Russian policy as if one should say that the United States contemplated the annexation of the Sandwich Islands because of the warlike disposition of Japan. Corea has no connection with China. It is an independent kingdom, pursuing a policy of rigid exclusion, and offering no offense to any power. But Russia is no doubt as ready with excuses for her high-handed aggression as was the wolf in the fable. The truth is, that she has long been preparing to reach out for a more commanding position in the Pacific, and that while the rest of the world has been paying little or no attention to her proceedings in that region, she has been establishing herself in the most formidable way along the frontier of Manchuria and in the Amoor country. Conveniently placed behind the island of Saghalien she has built up a military and naval colony which is already well able to hold its own, and in the little-known harbor of Vladivostock, situated almost at the junction of Manchuria with Corea, she has a naval station which is second to none on the coast for its accommodation and equipments. There, in a completely land-locked port, of the most spacious dimensions, she has quietly built a naval dock yard with arsenals and magazines on a colossal scale. Among the many expensive structures at Vladivostock is a hydraulic dock capable of accommodating war ships of ten thousand tons burden. There are formidable batteries armed with the heaviest and newest guns. A telegraph line connects the settlement with St. Petersburg. A large force of workmen is constantly employed in pushing the numerous improvements. In short, it is evident that Russia has ambitious designs on the Pacific, and that at the rate she is making her preparations it will be too late for practical opposition to her when she throws off the mask.

She has been increasing her fleet ever since the termination of the Crimean war, and it is questionable whether at the present time even England can compete with her in these waters as regards number and size of ships and weight of guns. The annexation of Corea would give her a most commanding position as regards not China alone, but the whole of the North Pacific region. She would be equally well placed for aggression upon China, the Sandwich Islands, Hongkong, Japan, or California. The Amoor country is well supplied with coal of good quality, and timber in inexhaustible quantities. The climate is sufficiently temperate to produce many of the cereals and fruits, and the Amoor River furnishes a base of supplies by which the Pacific colonies can be constantly recruited from the interior of the empire. The seizure of Corea would of course be utterly without justification. The people of that country, numbering as is supposed, between ten and eighteen millions, are simple and as a rule peaceful, only asking to be let alone by the rest of the world. There is no excuse for interference with them, but they have the misfortune to be Russia's nearest neighbors on the Pacific, and her restless aggressive policy must inevitably bring them into collision with her sooner or later, unless the United States or some other great power intervenes for the protection of the threatened country.

This country and England are indeed equally interested in the question now opened up. For should Corea become a Russian dependency it is certain that our nascent trade with China would be very seriously affected, and that England would find a rival intrenched at a vital point in her connections with India. Corea geographically dominates that coast of China on which are the majority of the treaty ports. A power armed with modern war machinery, occupying the Corean ports, could dictate terms at Peking whenever it chose, and it would possess a commercial vantage ground which would give it possession of whatever proportion of the trade of the surrounding regions it desired. The movements of Russia on the Pacific have in truth been so skillfully concealed that very few people have any adequate conception of the progress she has made in the Amoor country during the past ten or fifteen years. Yet the United States Government is bound to inform itself on this subject, nor can it affect to ignore the possible consequences to its own commerce, and even to its own sovereignty, of the warlike preparations which are going on so silently, but also so expeditiously, at Vladivostock and Nicolaievesk, and in fact all along the Manchurian coast from the mouth of the Amoor to the confines of Corea.

California is directly interested in this matter, moreover, and has a right to insist that the Washington Government shall examine into it. The United States has hitherto relied upon the magnitude of its resources and the weakness of its immediate neighbors, and has consequently neglected those precautions which European powers find indispensable to their security. But Russian history should teach us that the Great Northern empire is not to be trusted implicitly, and that its territorial and commercial aspirations may ultimately impel it to a course which would make a collision with American interests unavoidable. During the last twenty years Russia has created a naval station on the Pacific. She began with the acquisition of the sea-front of Manchuria. The cession of Saghalien was the next step. These measures enabled her to erect a naval colony, which has been expanding and increasing in strength ever since. Now we hear that she wants Corea, and that demand appears to us to make it our duty to ascertain to what all this systematic aggrandizement is tending, and to take whatever steps the situation may necessitate for the protection of American interests, menaced, as we firmly believe them to be, by Russian ambition. It may be doubted whether the latter power would undertake to push her aggressive policy in the face of American remonstrance, but if her movements at present are suffered to go unnoticed, serious mischief is liable to result from the apathy of the Government at Washington.

TRUE MORMONISM.

The Mormon Church is divided. One faction favors polygamy, and the other condemns it. This fact has just been brought to the attention of the country by an appeal from the anti-polygamous Mormons against their opponents. The value of this situation lies in the fact that it disposes effectually of the difficulty of attacking polygamy as a religious institution. The "true" Mormons, as they style themselves, declare that the practice never was sanctioned by the founders of their Church, but that on the contrary it has always been condemned by them. Of course it will be impossible for any of the Mormons after this to pretend that they are bound by revelation or Divine command to take plural wives. Their own co-religionists have declared against the "peculiar institution," and henceforth they must stand in the category of simple law-breakers and criminals if they persist in maintaining polygamy. This new departure will tend to simplify matters very much, for of course the "true" Mormons are, so far as the outside world is concerned, quite as trustworthy representatives of the religion of the Latter Day Saints as their polygamous brethren. And the "true" Mormons are quite as eager to have polygamy put down as the Gentiles can be. They look upon it as a mischievous corruption of their faith, and they are not only prepared to wage war upon the polygamous heads of the Church, but they have even pointed out to Congress how their opponents can most effectually be dealt with. With such help from the inside it ought no longer to be impossible to suppress the evil.

OIL ON THE WATERS.

Perhaps at no point on the east coast of Scotland do the waves come rolling in more furiously in stormy weather than at Peterhead. Situated as it is on the most easterly promontory, it is fully exposed to the German ocean. As far back as the days of Earl Marischal it was found necessary to "build ane bulwark at the mouth of the haven" there, and since then many improvements have been effected with a view to the safety and convenience of the craft which, during the fishing season in the north, sail out from the harbors, there to reap the harvest of the sea. But of all attempts made in this direction the latest is in every respect the most extraordinary. It consists simply of "throwing oil upon the troubled waters." The idea is not altogether a new one, but so far as we are aware it has never received that attention which it would seem to deserve. Mr. Shields, a Perth gentleman; Mr. Armit, submarine and wreck engineer; Broughty Ferry, and Mr. Yeaman, one of the late members of Parliament for Dundee, are, however, now determined to thoroughly test its efficacy. The experiments are to be carried out at the bar of the northern harbor of Peterhead. Here a wooden building has been erected on the quay wall, in which a tank with the oil and force-pump will be placed. From this tank the oil will be conveyed by iron pipes to deep water—a distance of some 200 yards—and thence in a gutta-percha pipe across the harbor entrance. The piping will be kept stationary by heavy blocks of metal, and it will be perforated and fitted at intervals with "roses," to permit of the oil being properly distributed. From the pipe the oil will be forced by the pump, and will rise to the surface of the water, and form a film; and while it is not expected that by this means the volume of the waves may be very much lessened, it is believed that the wind will be prevented from breaking their crests, which it seems is one of the great dangers to which small craft are exposed. Should the experiments be rendered with any degree of success the same thing could be done in a variety of circumstances.

THE METROPOLIS.

Items of Interest from San Francisco.

SAN FRANCISCO, February 3d.—The Executive Committee of the Immigration Association of California held a special meeting this evening and resolved to issue a pamphlet containing information concerning the vacant United States lands in the State, for the benefit of immigrants and other inquirers.

MORTUARY REPORT.

The mortuary report for the week shows the total deaths to have been 125. Male, 71; female, 54.

A HUNG JURY.

The jury in the case of William F. Howe, tried in the United States District Court on a charge of forging a signature to an assignment indorsed on a $500 United States bond, was discharged this afternoon, not being able to agree on a verdict.

TRIPE FACTORY BURNED.

A large tripe factory, located in Butchertown, in the southern suburbs of the city, was destroyed by fire this afternoon. Loss, estimated at $10,000. The establishment belonged to John Bailey.

THAT GAS BILL.

Auditor Brickwedel has not yet been served with a writ of modati in the matter of the $22,000 gas bill which the Superior Court has decided that the city must pay.

NIGHT SCHOOLS.

It is estimated that over 1,200 children of San Francisco are in regular attendance at the various night schools.

SUIT FOR DAMAGES.

A suit has been instituted by Cyrene Tyler and A. M. Tyler against the Sutter-street Railroad Company, to recover damages in the sum of $25,000 for personal injuries received by Mrs. Tyler.

THE CHINESE BILL.

The Republican County Committee held a meeting this evening, and among other business unanimously adopted a resolution strongly urging the passage of the Chinese restriction bill now before Congress.

MISCELLANEOUS.

J. E. Alexander has been granted a final discharge in insolvency by Judge Halsey.

Ellen L. Moore has been divorced from Joseph Moore on the ground of desertion.

An appeal to the Supreme Court in the Kip divorce case has been dismissed by consent.

The Pound-keeper impounded 647 dogs during the month of January, of which 450 were killed. The cash received was $192 15.

The football match, to come off next Saturday, between the Wanderers and Phœnix Clubs, has been postponed until the 11th instant.

With a view to prevent escapes, an inclined coping two feet wide is being built on the inside and top of the fence around the Industrial School.

The Board of Supervisors will hold another caucus on Saturday, when they will once more wrestle with the Ocean Shore franchise scheme.

The United States Circuit Court calendar will be called on Monday next. Cases for trial without a jury will be set from February 8th to February 10th inclusive, and from April 4th to April 7th, and from April 25th to April 28th inclusive. Jury cases will be set from February 14th to March 17th inclusive.

Chief Engineer Scannell, of the Fire Department, has caused to be placed on each of the wagons of the Fire Patrol a heavy canvas, about twenty feet square, with handles on each side. There are intended to be used at fires, where persons have been caught in the upper stories and have no avenue of escape but the roof or upper windows.

The Advisory Committee of the Bakers' Union met in Druids' Hall, on Sutter street, Thursday night, and decided on a plan of organization embracing all the cities and towns of the State. An appeal to those not already enrolled was read and ordered printed for circulation. Arrangements were then completed for calling a mass meeting in Druids' Hall on Sunday afternoon.

The deliveries of coal at San Francisco in the month of January, 1882, were quite free. There are now four steamers in the Seattle coal trade and the shipments from Seattle last month were the largest ever made. There are also four steamers in the British Columbia coal trade, and one in the Coos Bay coal trade. Steamers are now being built at the East for the Carbon Hill coal trade.

A new trial has been granted by Judge Hunt to the plaintiff in the case of Eugene McCarthy, a real estate broker, who recovered a judgment of $2,000 commission for effecting the sale in May last to Claus Spreckels, for $175,000 of a lot at the southeast corner of Market and Fremont streets. The new trial was granted on the ground of error in instructing the jury as to the rate of compensation.

George C. Bennett, who runs a game known as "babies on our block," was arrested Thursday afternoon, charged with conducting a game of chance. The apparatus consists of a number of small dolls ranged upon a board and half a dozen light buckskin balls. On payment of a small fee the patron is allowed to hurl the missiles at the automatons, and, if he upsets over a certain percentage of the dolls, the proprietor awards a prize. The case was continued to Wednesday, in the Police Court, when the case of John Bloom—a similar one—will be tried.

The threatening dry weather has had a depressing effect upon the demand for real estate for two weeks past, and is particularly noticeable this week, both in the small number of sales and the moderate value of property sold. Since the last rains, however, there is a better feeling, and those who were inclined to despondency are smiling once more at the prospect for a good spring trade. The demand for good paying improved business property is good, but the sales effected are far short of the funds in waiting for profitable investment, which is entirely owing to the absence of a supply on hand to meet the demand.

The examination of Juan Baptiste Galliano, the Visitacion valley double murderer, was on Thursday continued in Police Court No. 2 until February 16th. The reason for the continuance was that Bianco Galliano, sister of the assassin, and who was also stabbed on the occasion of the double slaughter, was too ill to appear in Court. It is the purpose of the prosecution to show by the girl a motive for the dreadful deed. The murderer has been in prison now near two months, and he appears to have been entirely abandoned by his friends and countrymen. He has not received a visit from either since his incarceration, and he has not even a change of clothing.

By an accident the manifest of the British steamship Bothwell Castle, which arrived here two days ago from Hongkong, was left behind. Just before leaving port the consignors of the vessel handed the Captain a package of papers, with the remark that the manifest was rolled up with them. The Captain did not find out that it was missing until he had put to sea—too late to rectify the error. A former law provided that in such a case a fine should be levied and no cargo discharged until the manifest arrived. This has been modified to the extent of permitting the Master of a vessel to swear out a new manifest, made up from the bills of lading, and all articles appearing on such duplicate manifest are allowed to be landed in the ordinary way. Any merchandise on board the ship in excess of what is shown on the duplicate has to remain on board until the original manifest arrives. The Captain of the Bothwell Castle swore out a new manifest yesterday morning at the Custom-house within the forty-eight hours prescribed by law, and it is believed that he will be permitted to proceed without delay to discharge cargo.

The late Mr. Goddard, editor of the Boston *Advertiser* began the agitation in behalf of the Ponca Indians. It was in his house that Bright Eyes told the story of her people's wrongs, and it was through Mr. Goddard's writings that the wrongs were at last redressed.

A lady wants to know why the railroad companies do not provide special cars for tobacco chewers as well as for smokers. Bless your innocent heart! Tobacco chewers are not so particular as that. Any ordinary passenger car is good enough for them.

General Simon Cameron has purchased Shelly's Island, in the Susquehanna river, near the York county (Pa.) shore, about ten miles above Marietta. The island contains about 200 acres of fine farming land, and the price paid was about $25,000.

A Galveston woman, just married, wishing to impress her husband with her ability as a housekeeper, bawled out to the servant as he entered the door, "Matildy, bring me the washboard; I want to wash the potatoes for dinner."

QUEER SUITS.

Some of the Curiosities of Legislation—Strange Cases.

Up in Addison county, Vt., they have had an interesting lawsuit raging for some twenty years past over an eighty-acre farm whose owner made a will concerning it in 1823 and died in 1831. It was worth $5,000, but now its value is placed at $1,600. Six times the case has been argued before the Supreme Court, and a seventh hearing is impending. This is not so bad, though it cannot be compared with the famous suit over the concession in 1769 of the gravel on the beach of Mont Saint-Michel, which has not yet been decided. The daughter of the original claimant is carrying it on at the age of nearly 90, declining to compromise for the sum of $600,000, offered by the State. Judgment had been given one way and another more than eighty times.

HEAVY FEES.

In the year 1879 the Hungarian Supreme Court restored the heirs of a great estate to the property from which they had been wrongfully evicted in 1768. The reader will not be surprised to learn that "the costs of the proceedings had greatly impaired its value." In a recent suit against a Hartford administrator, of $10,000 recovered the lawyers took $9,410; and in another case in Iowa, though the calf about which the two farmers originally quarreled has long ago become beef, the costs amounted to $2,300, and the end is not yet. A judgment against Philip Elting, of Port Jervis, says the New York *World*, promised, when the case came up last fall, to go a long time ere it was satisfied, as the defendant took the double precaution of keeping on the Jersey side of his farm, to prevent service, and of transferring his property.

RECOVERING A SAINT.

In the Territory of New Mexico the pueblo of Ancona recently recovered its patron saint, San Jose, which the folk of Laguna had carried away, the Court finding their title good and the plaintiffs refusing to compromise on the importation of a brand-new patron saint from Mexico. Such quarrels were by no means infrequent in medieval days in all parts of Christendom. It was sought at Erie, Pa., last year, to introduce the testimony of the spirit of a murdered man, but the Court ruled out the slate affidavit. Sir Walter Scott has recorded the case of the Highlander convicted of murder during the last century on the evidence given by his ghost to a native witness, the spirit, it may be added, speaking pure Gaelic, though when alive the victim knew nothing of the language.

Here in Sacramento some strange cases have occurred in our Courts, and the Sacramento Courts can point to several cases of so peculiar a character that no previous parallel could be found to them, but for the present attention is directed to odd litigation in other parts.

A WIFE AS PROPERTY.

Out in Otsego county, Michigan, not long ago, when Mrs. Wright ran away from her husband of only an hour, he sued out a writ of repelvin, swearing, among other things, that the young woman was of the value of $100, and did not exceed that value, the proper goods, chattels and property of Dell Wright, the plaintiff in the suit; that she was unlawfully detained from his possession by A. M. Randolph, her father, and that said Dell Wright was then entitled to the possession of her; that the said woman had not been taken for any tax, assessment or fine, etc., etc., according to the usual form for affidavits in the replevin of property. The writ was issued and the seizure made, but the property ran away and brought an action for divorce. A neat point was raised at Dallas, Tex., not long ago, when the authorities undertook to levy on the property of the bondsmen of two train-robbers who jumped their bail and then were killed while resisting arrest, the bondsmen, who held that this released them from their obligations, taking out an injunction. According to the English Courts on top of a box is not a "place," but if the box is under an umbrella it becomes "a place" for the purposes of the Betting Act.

ODD ISSUES.

The English tribunals have held that the game of pitch-and-toss is a pastime. It is to be regretted that some interesting cases that attracted attention a few months ago have not since been heard of. It would be curious to know what became of the the scrupulous rector of Christ Church, Bradford, who four times baffled the Courts which desired to levy an assessment on him, first by appearing at "the hour of 2 in the forenoon," in strict accordance with his summons; then by showing that he didn't belong to the district, thereby proving that the notice should have been served on the trustees, and finally by establishing that he was not "the trustees," and that his fellows had not been summoned as well. Or how the higher Courts treated the plea of the dealer in eggs who, being convicted of selling "unsound provisions," made the defense that eggs were not mentioned in the Act, and that an egg could not be called a piece of meat, and still less a fish, a vegetable or a fruit. Or what became of the drover who, brought up for driving cattle, to wit, sheep, at unseasonable hours, pleaded that sheep were not cattle.

A BELL CASE.

A London (England) magistrate fined a hawker for unlawfully causing two bells attached to the harness of his horse to ring, overruling the plea that it was the horse that caused them to sound, but what came of the contention that the bell was not a wind instrument, the Act prescribing penalties for those who blow any horn or other noisy instrument. Parents of irrepressible small boys will breathe a sigh of relief at the decision of the Kansas Supreme Court, where a railroad company had been sued for injuries caused by a turn-table on which plaintiff's son was playing. Said the Court: "Everybody knows that by nature and by instinct boys love to ride and love to move by other means than their own locomotion. They will cling to the hind-ends of moving wagons, ride upon swings and swinging-gates, slide upon cellar-doors and the rails of staircases, pull sleds up hill in order to ride down upon them on the snow, and even pay to ride upon imitation horses and imitation chariots swung around in a circle by means of steam or horse-power. This last is very much like riding around in a circle upon a turn-table. Now, everybody, knowing the nature and the instincts common to all boys, must act accordingly. No person has a right to leave, even on his own land, dangerous machinery calculated to attract and entice boys to it, there to be injured, unless he first takes proper steps to guard against all danger; and any person who thus does leave dangerous machinery exposed, without first providing against all danger, is guilty of negligence." As was observed by Watts, in the case of Bears vs. Lions, "'Tis their nature, too,"—which is usually quoted "'Tis their nature to."

A FINAL BATCH.

Where a Chicago boy — his father being at work and his mother sick abed—wandered out and, with other children, amused himself by jumping on a swing-bridge and had his arm crushed, no damages were given, the Courts holding that persons using swing-bridges must be careful, that the city was not bound to put up gates or keep watchmen to prevent people from stepping on or off at improper times, and that bridges are not playgrounds, and if children wander from home unattended, and are hurt while playing about them, any resulting injury must be called accidental. Perhaps the most wholesale litigant on record is to be credited to Maryland, in the person of Dr. Harrison Wagner, of Woodbury, who brought about 2,000 actions for damages against his neighbors, and took out about 1,450 judgments. The original suits were for sums of from 25 cents to $8 for injury done to his character by talking about him or testifying against him. Whenever a case was defended, the plaintiff dropped it, but hundreds of suits went by default, the parties thinking Wagner crazy, and the judgments being duly entered and no appeal being taken, he obtained a lien on their property, the legality of which could not be controverted. Some hundreds of judgments were obtained against an express company, and altogether between $100 000 and $200,000 are at stake. The Circuit Court in November last threw out a case on the ground of fraud, placing the costs on Wagner, but he has taken an appeal. One result of the litigation will at least be to make Marylanders careful about attending to summonses from a Justice's Court where, in the event of a default, the plaintiff takes judgment without even having to go through the formality of proving his claim.

WHISTLING BIRDS.

At a bird-store in this city there are forty whistling bullfinches and half a dozen blackbirds and starlings of similar musical proclivities. One of these tiny musicians will give a little toss of his head and whistle you a tune from "Boccaccio" or "Fatinitza." Then another follows with "The Pope he leads a merry life," a gallop or waltz, or some German Volkslied. Their song is generally a German melody, for most of the birds come from Germany. A few are caught and taught in England, and they whistle English tunes like "God save the Queen" and "Robin Adair."

Dealers class whistling birds as proficient or not proficient. To the first class belong those that whistle several tunes, or one tune very well; and in the second class are birds that can only whistle a fraction of a tune. Out of fifty birds about forty are proficient, and about two-thirds of these can whistle two melodies. A couple of birds may have learned three or four tunes. The most expensive bird in the establishment (his price is $100) whistles only one tune, "Thou art like unto a flower," but his tune is as mellow as the low notes of a flute, and he introduces trills and florid passages of which a prima donna might be proud.

These birds abound in Hessen and Saxony, where they are taught by tailors, shoemakers and weavers, whose occupations keep them indoors. The teaching begins from the time they are strong enough to be taken from the nest. The tune they are to learn is whistled to them several times a day, particularly in the morning and evening. Whistling is preferred, as instruments are too shrill. They should always hear the tune in the same key, and no other tune should be played or whistled in their hearing as long as they are learning. The time in which they master a melody varies from four to six months. They will almost at all times pipe their tune at the command (a nod or a word) of the person who feeds them, and only for him, so it is important that they should always be fed by the same person. When piping they move their head, and sometimes sway the body to and fro and spread out the tail like a fan.

A story is told of one of these whistling birds which had been taught a simple melody. Hearing it performed on the piano one day, with variations, he began to hiss and flutter until the playing stopped. Then he gave his version of the air. The same bird was owned for a time by a lady whose custom it was to have a hymn sung at the conclusion of evening prayers. He caught the tune, and always accompanied the voices. Afterward, when he passed into another family, he continued to sing the hymn every evening at the same time as he used to sing it in the family where he first heard it.—[Animal World.

ANECDOTES OF THE GUILLOTINE.

The cases of resistance, said my informant—and he had kept track of all executions for thirty years—were rare, and always proceeded from skeptic natures, which faith could not enter. He told me of the cynical slowness of a convict who asked for, and received, a breakfast of fish, that he might delay as long as possible.

"My friend," said the jailer to him, "the hour advances."

"Sir," he responded, "I have no desire to strangle myself with a fishbone."

An executioner once thought it his duty to hasten a victim. "Why, dear M. de Paris," said he, gaily, "if you are so pressed, pass before." Some of these anecdotes were told to the aids of M. Roche. "I am not astonished," said he, smiling, "these provincials are so ridiculous." The executioner who cut off the head of the Chevalier de Rohan disdained afterward to do so for his accomplice, the schoolmaster. "You others attend that one," said he to his aids; "that is work for you."

I have said that the guillotine is taken down immediately after an execution. It was not always the case that they are in such a hurry. During the early years of its use, the scaffold was left standing after an execution, so that those coming too late for the spectacle could still enjoy a sight of the same; but after its use a padlock fastened the spring which permitted the immense knife to fall. One day the headsman and his assistant had retired to the place where monsieur took his traditional warm wine, when some one knocked at the door of the room, and a man in a blouse entered.

"Sir," said he, "I come in the name of my comrades to ask a little favor."

"Well, speak; what is it?"

"That you will let us have the key which confines the chaffer of the scaffold."

"And what do you wish with it?"

"Ah, only a trial; I will return it to you safe enough in five minutes."

The Monsieur de Paris of those days, greatly astonished at this request, cast a glance out of the window and saw that the populace had hoisted an unfortunate fellow on the scaffold and had placed him on the platform, where he remained inert and without defense. It was a wigmaker's apprentice, who had believed himself authorized to steal a watch in the crowd. Monsieur understood the danger of a skirmish in case of positive refusal.

"My friend," he answered, "the executioner has gone and taken away the key; but he will be back in two hours."

The midday sun was shining down with an overwhelming warmth, and the crowd dispersed little by little, leaving the thief in his frightful position. When monsieur came to his rescue he found the fellow almost dead. From that day forth the guillotine was taken down and put back in its proper house immediately after each execution.—[Paris Letter to Boston Herald.

PASSENGER LISTS.

CARLIN, February 3d.—Passed here to-day, to arrive in Sacramento to-morrow: Rev. C. J. Wegren, wife and child, Willis J. Currier, Mrs. Charles Reed, John D. Barr, M. Hyman, J. Hirspring, Henry Townsend, San Francisco; George E. Carter, T. Bianchi, T. R. LeCount, New York: H. R. Hobart and wife, Thomas Brown, Chicago, Ill.; B. Bole, Ashland, Neb.; Sara Hays, Pennsylvania; Mrs. J. B. Holloway and child, Iowa; 33 emigrant passengers, including 27 males, to arrive in Sacramento February 5th.

NEWHALL, February 3d.—Passed here to-day, to arrive in San Francisco to-morrow: E. Dinkenspiel, San Francisco; J. M. Murphy, Tombstone; H. E. Blake, Omaha; W. L. Earl, San Francisco; H. K. Belden, Oakland; Duke Roberts and wife, Canada; H. H. Blackburn, San Francisco; Mrs. E. Leonard, Los Angeles; Captain Clements, Oakland; R. Collins, Arizona; Deputy Sheriff Huber and one prisoner, Los Angeles; Louis Kellon Bach, Colorado; G. Wilson, San Bernardino; W. S. Baxter, F. A. Wilson, Tucson; L. Mace, Deming, W. Colley, Detroit, Mich.; Professor H. Hamle, Steven Kennie, San Francisco; M. Vandercook and family, Iowa.

OMAHA, February 3d.—Left here to-day, to arrive in Sacramento February 7th: O. G. Rose and wife, England; A. Lynds, Richmond, Va; C. A. Johnson and wife, May Johnson, Sig. Greensbaum, San Francisco; P. P. Mast, Springfield, Ohio; Robt. Ellis and wife, New York; John. A. Mudd, U. S. Navy; G. A. Hunter, Chicago.

Thirteen through emigrants left on last night's emigrant train, to arrive in Sacramento February 11th.

KANSAS CITY (Mo.), February 3d.—Passed Topeka, Ks., to-day, to arrive in San Francisco February 8th: J. R. Abbott, Keene, N. H.; C. N. Phelps, Winchester, N. H.; H. Trowbridge, San Francisco; Mrs. Fritz Williams, Mrs. N. Williams, Los Angeles; N. A. Tweed and family, Brooklyn, N. Y.; W. W. Kellogg, L. J. Kellogg, Quincy, Ill.; P. W. Jauck, Hamburg, Ia.; D. A. Packard, Bradford, Pa.; A. Grant, Geneva Lake, Wis.

TRICKLING past the delighted palate, Hub Punch, with hot or cold water, or milk, is very agreeable, and diffuses an ecstatic glow through the system. Punches brewed at request are far behind it in flavor. Sold by grocers, wine merchants and druggists. Richards & Harrison, San Francisco, sole agents for the Pacific coast.

Mrs. Ann R. Adams died at Watertown, Mass., Monday, aged seventy-two. She was the widow of the late Alvin Adams, founder of the great express company that yet bears his name.

The two heaviest taxpayers of Boston are Moses Williams and Joshua M. Sears, the first named being assessed for $3,300,000, and the other for $3,244,000.