

THIS MORNING'S NEWS.

In New York Government bonds are quoted at 120 1/2 for 4s, 107 1/2 for 4 1/2, 101 1/2 for 5 1/2; sterling, 82 1/2 for 104; 101 1/2 for 105; silver bars, 110 1/2.

Silver in London, 50 11 1/2; consols, 100 1/2; 5 per cent United States bonds, extended, 105; 4 1/2, 122 1/2; 4 1/4, 115 1/2.

In San Francisco Mexican dollars are quoted at 87 1/2 @ 88 cents.

There was but little business in mining stocks in San Francisco yesterday. Prices were generally weak, though without much change. Upwards of 2,000 shares of California sold at 10 cents. This is the largest quantity of any single stock sales of other kinds varied from 10 to 2,000 shares.

General George W. Getty, U. S. A., has been placed upon the retired list. For accepting deprecatory sentiments regarding Prince George, a city built at Montreal was roughly handled.

The Vatican ignores Italian law, and decrees that contracts between any portion of the Pope's household and parties outside shall be regulated solely by pontifical law.

Confederates have applied to the War Department for permission to use their old battle flags in their coming reunion, and were refused.

In a coal pit accident at Leigh, England, six miners were killed.

An attempt has been made at Satura, Albania, to assassinate the British Consul.

A convention of representatives of the free trade organization of the country began at St. Louis yesterday.

The Hatch-Williams cases at Albany, N. Y., have been decided in favor of the Western Union Telegraph Company.

It is now reported that Lieutenant Greely, of the Arctic relief expedition, was murdered by his crew. The Grand Lodge of California, I. O. G. T., is in session at San Francisco.

The tax levy in San Luis Obispo county this year is \$1.70.

The case of Walls, Fargo & Co. against the Northern Pacific Railroad was decided at Olympia, W. T., in favor of the latter.

D. McAvens, a brakeman, was fatally injured at Reading yesterday.

The Standard Flouring mills, at Walla Walla, W. T., have been destroyed by fire.

In the elections in Connecticut, the Republicans carried a large majority of the towns.

During September the national debt increased \$14,707,270.

A religious war is in progress at Lakeville, Conn. Mrs. Harvey Wheeler was killed by lightning at Naushon, N. H., Saturday night.

William River, a deaf mutt, ponded himself on the head with an ax at Iowa station, Ill., until he fell dead.

Fire in New York; loss, \$20,000.

Yacht "Leahurst" for an hour at Virginia, Nev., Monday evening.

An Interstate Levee Convention is in session at Vicksburg, Miss.

St. John Lodge, F. and A. M., of Boston, celebrated its one hundred and fiftieth anniversary Monday.

Severe storms occurred in Missouri and Kansas Monday night.

Saturday night three inches of snow fell in Franklin county, Maine.

Mrs. Mary Davis jumped from a fifth-story window in Chicago, and was killed.

A case of small-pox is causing consternation at Oakland, Ill.

Two ladies, 70 and 75 years old, were killed by a railroad train near Trenton, N. J., while walking on the track.

Benjamin Wilson (colored) was fatally shot at Bridgeport, Pa., while fleeing from arrest.

Fifteen thousand iron and steel workers in Monmouthshire, Eng., have struck.

A severe frost in Canada Monday night caused considerable damage.

In a railroad accident near Naples, Italy, Monday, five persons were killed and four injured.

Sergeant Bates, of flag-carrying notoriety, is about to make another trip with "Old Glory."

Joseph Faulstich's dwelling-house, near Nevada City, was burned Monday.

The coming show at Madison Square Garden, New York, promises to be a grand affair.

The reunion of the Grand Army of the Republic began at Pittsburg, Pa., yesterday.

The fair of the Monterey Agricultural Association commenced yesterday at Salinas.

Two accidental deaths occurred yesterday in Tucson, A. T.

The annual session of the State Grange of California opened yesterday at San Jose.

In a church at Comanche, Tex., Sunday, Robert Butcher was shot and killed, and a man named Harris fatally injured.

William Green was shot and killed at William Smith near Cherokee, Ind., yesterday, which striking the latter in the head killed him instantly.

Near Monmouth, Ill., Mrs. Bailey cut her daughter's throat with a razor, and then killed herself.

NEW FRIENDS OF THE NEGRO.

The San Francisco Examiner thinks the movement in Arkansas among the colored people to form a separate political organization indicates discontent with the Republican party in the South on the part of the Southern negroes. It made this assumption the text for a recent article intended to give encouragement to such organizations, and to lecture in a virtuous sort of a way about the terrible crimes of the Republicans toward the negro race.

The Examiner forged or ignores the recent confession of a South Carolina Democrat concerning the sins of commission on the part of the Democracy in that State, and which, after reciting a catalogue of offenses that should make most people blush, winds up with the conclusion that the negro in South Carolina has but one right left, and that is to die. This same Democrat, after flaying his party alive, declares that no past administration has ever been guilty of the outrageous political crimes chargeable to the Democracy of the South since the close of the war, and especially during the last five years. The Santa Rosa Democrat suddenly develops a warm friendship for the negro and puts all his ills to the debit side of the Republican party. It quotes the RECORD-UNION, wherein we protested against the calls for the colored Conventions as acts unwise and unwarranted, and deems the following among our statements to be a most remarkable one: "If the negro voter does not hold fast to a plank in the ocean of politics worth his while to grapple for." Now, says the Democrat, the color line was broken as an act of war—the negro was emancipated to save the Union, and not given freedom for his own sake. The party, it charges, has not done a single thing for the negro that it was not led to do for the party interest. Therefore, the paper concludes, the negro, having got his eyes open to the facts, will vote the Democratic ticket hereafter. This is a very odd theory, and its relation is too apparent to need elaborate or serious statement. Unless memory wholly fails, and the political history of the country belie itself, the plain of the Democracy all these years has been that the Republican party was "the nigger-loving party."

According to Democrats it has been "the opponent of white men, and the lover of miscegenation and equality, social as well as political, between the two races." What has so suddenly changed the Democratic tone? If we remember correctly, long before the war was thought probable or possible, the Republican party, born of freedom and the anti-slavery sentiment of the country, declared that the black man should of right be free. After his liberation was accomplished, through means of which the Republican party availed itself, the masked bands of the Democracy pursued him by night through swamp and thicket, and the efforts of Republicans to protect him brought upon them the vengeance and anathemas of assassin organizations. These bands and organizations assuredly were not Republican.

The nation did, however, make a great mistake—it freed the slave and left him to the tender mercies of the South, instead of treating him as an infant to whom the fostering care of a guardian was a necessity. It did not protect him, as it might have done, from the political domination of Southern Democrats. It did not do as it might have done, and should have done, shield him from the cruel and enslaving legislation of the Southern States, by which he was practically deprived, in a great measure, of political rights intrusted to him by the nation with over-confidence in his ability to hold fast to them. It forgot, as it now too well knows it did, that the boon of freedom was too precious a gift to be intrusted wholly to the care of those whose unaccustomed hands could not guard it from the attacks of the old slave-masters. It forgot, or overlooked the fact, that the servility of centuries born into the race and enforced by long servitude could not be at once replaced by a free and independent spirit that would assert its rights and maintain it in the face of the terrors that occurred absolutely over the destinies of a race too suddenly enfranchised. It realizes that to-day, after twenty years of lawful freedom from involuntary servitude, the status of the negro in many parts of the South is very little better than in the days of slavery. In nearly all the cotton States the condition of the negro is now very much like what it was in the anti-bellum days. It realizes the fact that there is discontent among the negroes at the South where the Democratic party is the ruling power; that the colored people of the South are forming "separatist" organizations because they cannot find that peace and safety they had reason to expect as a consequence of freedom. Republicans know that the negro in the South is not prosperous, that his condition is in many respects a pitiful one, that the policy of the South prevents him from enjoying that independence which is possible for him at the North. They know that at the South he has very little, if any, voice in the selection of local officers. They know that in many cases he is not yet fitted, even after twenty years of freedom, to act with the discretion of the freeman and the intelligent voter, and that his degradation and ignorance have given him over in many cases to vices which are a shame to his race, and give some color of excuse to the Southern policy of suppression, and of exclusion from local affairs. Now, for all these things the Republican party is asked to charge itself. And why not? It is, of course, to blame. Has it not been the dominant party in the South? Has not the South been solidly Republican? Is it not true that it is to-day all one way, and that way the Republican? Is it not true that the Republican party has been the author of all the Southern legislation that keeps the iron heel upon the negro's neck? In short, has not its local administration of affairs in the South been such as to leave the negro but one right—the right to lie down and die, as the South Carolina Democratic statesman so vigorously puts it? Why should not the negro, therefore, form a separate organization to punish its oppressor, the Republican party, and show its gratitude to that magnanimous Democracy which now weeps so bitterly over the political and social wrongs of its dear brethren of ebony hue? Verily, the angels shed a briny flood from celestial eyes at the sight of such sincere love of men for their fellows. No wonder that our Sonoma contemporary is moved to prophecy, such is the discontent of the negro with the Republican party, that "he will almost in a body support Hoody for Governor of Ohio this fall."

THE DEBT DEBATE.

Our evening contemporary asks if the RECORD-UNION has not always been opposed to the interests of Sacramento. The RECORD-UNION has always been the friend of the interests of Sacramento, and in defending them has time and again been engaged in exposing the wild and impracticable schemes of our neighbor. It now finds it necessary to warn the people against the plans to swamp the city in law-suits and flatter lawyers at the expense of taxpayers. We have given facts and figures, to which our neighbor replies only with charges impugning our motives. If such ungenerous journalism pleases it, let it indulge in it; we content ourselves by again emphatically pronouncing the imputations to be false in word and letter. We are told that the true policy is to "fight," and are treated to phrases of the prize ring as to the method of "knocking out" the bondholders. This is farcical. We have no patience with the spirit that treats public financial matters in this manner. This style of debate is profitless and unmanly. Suffice it to say that the iteration by our contemporary that this journal is actuated by any other than pure motives in its advice to the city to rid itself of this whole bonded-debt business by refunding, is unworthy that journal, and as untrue as it is becoming. To a half dozen practical business men whose integrity is unquestioned, this whole matter can be safely committed, and as they would act in their own affairs so should this city. The menace of this debt is, as every citizen knows, a damage to the city; the long-pending suits are detrimental to it; the sums to be paid to lawyers are ill-expended. We are in favor now, as in April last, of refunding at a lower rate of interest; we are in favor of getting out of the grip of both the attorneys and the bond-holders; we are in favor of settlement of the debt on the lowest and best terms possible. While his prophecy of prosperity was extravagant, we agree with the spirit of Trustee Neilson's remarks to the citizens' meeting in April, when he favored settlement on the basis of 50 cents, we believe, and added that a compromise would increase values here 100 per cent. We favor the reduction of taxation to one per cent, or less, and which we have shown can be accomplished and to which no reply has been made; we

A TRIP TO THE SIERRAS.

After a residence of thirty-three years in the valleys of California, I concluded to revisit some of the romantic scenes of the high Sierras which so charmed my boyish fancy in 1850. Accordingly, on the 22d of August I left the beautiful valley of Lone and wended my way to the eastern limits of Placer county, tarrying the first night at the Brentwood Hotel, in the little village of Alta. Here I met with Mr. Huntley, Sheriff of Placer county, on his way to Bear Valley, where he had some official business to transact, and I determined to accompany him on his trip. Leaving the Alta Hotel at 5 o'clock on Monday, August 23d, we enjoyed the fresh morning air in a walk of a mile and a half to the junction of the Towle Bros' Narrow Gauge Railroad with the Central Pacific Railroad. Our route lay over this narrow gauge, but as the train would not leave for an hour we made a brief visit to the Towle Bros' pulp mill, a new and novel process of grinding wood into a pulp mass for the purpose of making paper, and then on to the machinery for which is complete in all its parts. At 6:20 we found ourselves sitting astride a iron box on one of the flat cars of the narrow gauge and were soon speeding away over gorge and dell, through steep and rugged mountains. Never since my sojourn in these mountains in 1850 had I inhaled such pure, fresh air or enjoyed such a health-invigorating ride as on this occasion. This little toy railroad was built by the Towle Bros. for the purpose of freight lumber from their saw-mills, at the head of Bear river, to the Central Pacific Railroad. It is about 20 miles long, and intersects the Central Pacific about three miles above the old mining town of Hatch. It passes through Bear Valley and near that historic camping place of the Donner party in January, 1847.

Being somewhat familiar with the history of the unfortunate families that were imprisoned among the snows at that place, and, moreover, being acquainted with some of the survivors, the surroundings seemed doubly interesting to me. As I looked upon the snow-capped peaks, and the deep, dark, and silent valleys, and the rumbling of the iron car-wheels as they thumped and bumped over the rough road, I thought of the great contrast between this busy career of the civilization that is passing like a shadow over the scene, and the suffering women and children, whose feeble voices could scarcely produce an echo on the icy air that surrounded this ill-fated camp of '47. Every echo of the car-wheels, as it came back from the mountain side, seemed to bring with it the cries and moans so long ago uttered by members of the Donner, Reed and Murphy families. Every tree seemed to reflect the shades of a ghost; every rock to have a human form, and every mound seemed a grave—no word was the place.

A little further on and we arrived at the first Bear valley mill, where we found the train which plies between this and another mill near the head of Bear river had gone, and Sheriff Huntley ascertained that some of the parties whom it was necessary for him to see were at the upper mill, and the question arose, how was he to get there in time for the returning train, which was to start for Alta that night? "Easy enough," was the response of an iron-muscle millman; "walk with me over that mountain you see before you. It is only two miles up and one mile down on the snow, but I have done it many times."

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ELECTRICAL YACHTS.

The London Telegraph describes a steam launch that plies upon the Thames operated successfully by electrical motors wholly. The success of the boat has led Yarrow & Co. to build, in connection with the Electrical Power and Storage Company, a larger and more complete vessel, which is now on exhibition at the Electrical Exposition in Vienna. This last boat ran on the river, against a moderate current, at the rate of seven miles an hour, and all its vigor was not then called into exercise. The boat is forty feet in length, and from end to end is unencumbered by machinery, no part of her motive power being visible. The whole machinery weighs but two tons. The English paper, which is noted for the caution with which it predicts, goes so far as to state its firm conviction that before long the whole steam yacht fleet will be crowded out, to give place to the electrical yacht fleet. One of the great conveniences of the electrical yacht is the total absence of that most oppressive, and to many people unendurable, smell of oil, combined with the odors that accompany boiler heat, and which pervades all steamers to a greater or less degree. Now if Sir William Siemens and his collaborators on electrical motive powers, can evolve from electrical science the means of propelling sea-going yachts, a great step in advance will have been made. That river and smooth-water yachts may be operated by electricity, we take it is established by the experiments described by the Telegraph. We confess, however, that we entertain very grave doubts as to the probability, at least for many years, of electricians being able to so multiply powers as to give a safe and steady motor for sea-going ships. But when they do accomplish the task, it will confer a boon on mankind that even the imagination can scarcely too strongly picture.

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