THE DAILY RECORD-UNION.

THURSDAY.....FEBRUARY 7, 1884

THIS MORNING'S NEWS.

In New York yesterday Government bonds were quoted at 123¾ for 4s of 1907, 114½ for 4½s, 101 for 3½s; sterling, 84 83@4 85; 101 for 3s, 100 for 5s; silver bars, 111½.

Silver in London, 50½d; consols, 101, 11-16d; 5 per cent. United States bonds, extended, 105; 4s, 126½; 4½s, 116½.

In San Francisco Mexican dollars are quoted at 87½@88 cents.

Mining stocks in San Francisco yesterday were weak for the most part. Even Bodie declined to $10. The recent assessment levies on various mines are having a discouraging effect on values all around, for it is not known where the next burden will fall.

Further advices are received in regard to the defeat of Baker Pasha in the Soudan.

The funeral of the late Wendell Phillips took place yesterday in Boston. His death resulted from paralysis of the heart.

The anti-Chinese bill was reported to the Senate from the Committee on Foreign Relations yesterday, and placed on the calendar.

At a ball in Chihuahua, Mexico, Tuesday night, two Mexicans cut each other to death with knives.

The obsequies of Gallmyer, the actress, in Vienna, were attended by 100,000 people.

General Grant's health is improving, though he still uses crutches.

The annual meeting of the Union Pacific Railroad will be held this year in Boston, instead o New York.

The New Jersey Legislature is moving to make Alaska a penal colony.

The annual meeting of Wells, Fargo & Co. was held in Denver, Col., yesterday.

A regular old-fashioned snow-storm prevailed in Chico yesterday afternoon.

The remains of De Long and comrades left Hamburg for New York yesterday on the steamer Frisia.

The force by which Baker Pasha was defeated was less than 1,000 strong.

Stormy times prevail in the British Parliament.

The striking cotton operatives in Lancashire, England, won their fight.

Marysville was treated to a peculiar hail-storm yesterday afternoon.

Stewart Walker, aged 16, was accidentally shot in Portland, Or., yesterday, by a younger brother, and dangerously wounded.

Fire in Baker City, Or.; loss, $1,000.

Tewfik Bey and 400 of his followers have been massacred near Sinkat.

A Cairo dispatch says the tribes beyond Korosko are in full revolt.

Accounts of the work of the great floods in Ohio, Pennsylvania, Indiana, Kentucky and other localities are given this morning, having been specially telegraphed to the RECORD-UNION.

RELIABLE MR. FOOTE.

In a recent editorial comment upon that very negative document, entitled "The Minority Report of the Commissioners of Transportation," we challenged a statement of fact put forth therein. We showed successfully that the statement put forth as fact over the signature of Mr. Foote was untrue, and that the untruth was due and chargeable to either ignorance or mendacity.

We propose at this time to call public attention to another statement put forth as fact in a sober State paper and to expose the falsity of that statement. We shall do this plainly, simply, but at the same time so thoroughly and irrefragably that even the most ardent admirer of Mr. Foote's misconceptions of duty, or even Mr. Foote himself, shall stand convicted in the court of his own judgment.

In the discussion of the transportation problem of this State the influence upon the average rate per mile of the passenger traffic between San Francisco and Oakland has been frequently referred to. Mr. Foote has evidently supposed that a very large point might be made against the rate of transportation on this coast by separating out from the aggregate this factor of local passenger transportation between San Francisco and its suburban dependencies. This he did, and ascertained that by making this deduction the average rate per mile per passenger in California was 3.72 cents; that the average rate, including the Oakland and Alameda traffic, was 2.92 cents.

Averages are obtained everywhere by treating aggregates. But Mr. Foote wanted to make a special showing, and one as unfavorable to the transportation lines as the very impartial genius of this public officer might invent. To do this he abandoned the ordinary method of treating aggregates, and, subtracting the lower rates, founded his average upon the basis only of the higher rates charged in the system. Now, having done this, Mr. Foote takes the result and attempts to compare it with the average rate charged upon Eastern roads. It was certainly known to him that the one-sided figures produced by subtracting the lowest rates from the aggregate, to be determinate of anything, should be compared with rates deduced by the same process upon Eastern systems.

We charge distinctly that Mr. Foote knows that in every commonwealth of the State there are particular portions where the population is more dense, where suburban towns, by reason of intimate communication with large cities, furnish a large volume of traffic, and that the Oakland situation has its parallel in the transportation system of nearly every State in the Union. As, for instance, the suburbs of Boston in the State of Massachusetts, of New York in the State of New York, of Philadelphia in the State of Pennsylvania, Chicago in the State of Illinois, etc. But, notwithstanding his knowledge upon this subject, Mr. Foote finds an average after deducting the lowest schedule of transportation, and attempts to institute a comparison between the average rate thus produced and the averages declared to exist where no such partial and false standard has been set up.

But this is not the full extent of Mr. Foote's offense. In addition to unfairness he has been guilty of distinct and specific untruth, of which untruth we shall speedily convict him. He says: "The average rate of 3.72 per mile is twice as great as that exacted by all Eastern roads transacting any considerable volume of business, and, in my opinion, this rate should be reduced."

If this statement is true, then all Eastern roads transacting any considerable volume of business are charging an average of one-half of 3.72 per mile, which would be 1.86 per mile per passenger. By this indirect method, then, Mr. Foote has declared that the average rate of transportation on all considerable lines in the United States is 1.86 per mile.

"Poor's Manual" for 1883, page 6, says: 'The number of passengers moved one mile in the New England group was 1,107,045,086, at a charge of 2.1 cents per mile; in the Middle States group, 2,356,226,676, at a charge of 2.3 cents per mile; in the Southern group, 559,577,836, at a charge of 2.6 cents per mile; in the Western group, 2,708,268,037, at a charge of 3.2 cents per mile; in the Pacific group, 351,942,279, at a charge of 3.1 cents per mile. The total movement on all the roads equaled 6,834,048,765 persons moved one mile, at a charge of 2.86 cents per passenger per mile."

The average rates above given are not obtained by subtracting from the system of transportation of each commonwealth or section of country the heavier passenger traffic in the most populous part of any system, but is the average obtained by dealing with aggregates, just as Mr. Foote would have done if he had been a Railroad Commissioner and not a demagogue. Mr. Poor, who has scientific knowledge of the subject, gives the average rate for 1882 at 3.1 cents per mile. In 1883 the rates descend to 2.92 per mile, and under the operation of a four-cent maximum will exhibit a still further decline in the statistical tables of 1883-4. But what becomes of Mr. Foote's assertion that the eccentric average obtained, after deducting a part of the traffic, "is twice as great as that exacted by all Eastern roads?"

The New England group, which received 1,107,045,086 fares for one mile, charged 2.1 cents per mile. The Middle States group, which carried 2,356,226,676, charged 2.3 per mile. The Western group, carrying 2,708,268,037, charged 3.2 per mile; while the Pacific group, taking but 351,942,279 fares, charged 3.1 per mile. Taking these two latter figures, the Western group carries very nearly nine times as many passengers as the Pacific group, and charges one-tenth of a cent more per mile. But doubling these figures, and the inquirer has a sum much greater than 3.72, the fantastical average which is paraded and discussed by Mr. Foote.

There are several points to which Mr. Foote has failed to give due consideration. In the first instance, he has failed to show what average would be produced upon the New England group, or the Middle States group, or the Southern group, or the Western group, or any other part of the great system of transportation of the country, if she should subtract from the aggregates the cheapest rates in the system and find his average by treating only the remainder. In the second place, Mr. Foote has abandoned all show of fairness in attempting to compare averages relating to Eastern systems with a false average relating to the Pacific system. In the third place, he has asserted that which is untrue, in declaring that his false and distorted average, as relates to the Pacific system, is double that of the average obtained throughout the country. With the consequences this statement of fact entails, we leave him face to face.

THE CITY LEVEE QUESTION.

The report of the Citizens' Committee on the levee defenses of Sacramento is a valuable document, for it announces the result of careful examination by practical men who have large interests at stake.

It is a gratifying report, because it shows that our system of levees is very superior, and that these embankments are very strong, and in largest part gigantic in proportions. But as nothing is stronger than its weakest part, the lowest and thinnest of the levees, and those which are exposed to the greatest action of either of our rivers, must constitute the measure of strength for the whole system.

The committee is very earnest and warm in its expression of satisfaction with the embankments, and they are justified in it fully. The city some years ago entered upon the plan of each year adding to the levee defenses, by increasing their hight where needed until uniformity of grade is reached; by increasing the outer slopes and fortifying them against wash and the depredations of rodents, until absolute impregnability shall be attained. To do this a regular levee fund has been maintained, and so far as we can learn there has been manifest no disposition to decrease it, or to cease the yearly replenishment of it, or its annual application for the purposes stated.

But it is now proposed by the Citizens' Committee to advance upon that plan by anticipation as regards time, and to apply in one year a large sum. We do not understand, however, that there has been made any suggestion to abandon the regular levy for the levee fund. This amounts, then, to a proposition to do a lump amount of work the coming season, and it would result, probably, in a lessened and possibly nominal levee tax for the future. Without now entering upon the consideration of the new policy proposed, and which demands careful consideration and must be voted upon intelligently by the people, justice to the committee demands that recent insinuations made regarding its motive should be taken up now. We judge the report as it reads. There is nothing whatever in it to warrant the intimation that the committee desires any part of the regular or proposed special levee fund to be expended upon any levee system without the city limits. The Y street line, it is admitted, needs re-enforcing; it should be raised and its slope extended and its outer wall improved; especially should the section near the Brighton junction be raised; but we find nothing in the report that justifies the suspicion, which has found voice in our evening contemporary, of an intention to repair or strengthen levees to protect lands below the city. Inquiry made, develops that on the contrary all the members of the committee were of one mind, and that the idea of expending city money to protect outside lands was not thought of, nor would such a suggestion have been for a moment entertained. Whether the committee's suggestion is rejected or adopted by the people, it deserves no such unfair treatment, and should not be assailed by groundless suspicions.

THE DESIRED PUBLIC BUILDING.

Reports favorable to the erection of government buildings have been made by committees in Congress, for San Francisco and Carson City. This indicates a disposition on the part of Congress to be liberal in this respect, and gives encouragement to the hope that the claims of Sacramento for a postoffice building will be considered approvingly. Certainly the action had on Tuesday warrants us in pressing our claim. This has not been done as yet with the vigor which should characterize this people. No petition before Congress is more worthy than that in behalf of Sacramento. The dictates of economy and the justness of our request should secure for us the desired appropriation. We believe the Board of Trade and the Trustees have sent on indorsements and petitions, but more still should be done. If we receive anything it will be because of persistence of effort.

THE Queen's speech on the opening of Parliament threw no new light upon the policy of the English Government as to either Ireland or Egypt. She recited simply historical facts. The only indication o positive intention was the statement that plans will be submitted for the enlargement of the franchise in Parliamentary elections throughout the United Kingdom. The reference to Egypt indicates a disposition of the Government to wash its hands of the responsibility for the disasters in the interior of the Soudan. On the whole, the document is very unsatisfactory.

CONSUL DAGGETT, of Honolulu, writes to the State Department to show that of the 79 sugar plantations of the Hawaiian Islands, 48 are credited mainly to American ownership, with a valuation of $10,235,464 out of an aggregate of $15,886,800.

THE Nihilists and Terrorists and the Socialistic elements of Europe are testifying, both in Russia and Austria, to the fact that not only have they lost no strength, but that they have augmented their forces and increased their vigor.

GENERAL NEWS.

Matters in Washington—Funeral of Wendell Phillips—Baker Pasha's Defeat—The British Parliament—Suit for the Possession of Children—Advices from Chihuahua, Mexico—Etc.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

DOMESTIC.

The Foreign Relations Committee's Anti-Chinese Bill.

WASHINGTON, February 6th.—Following is the text of the bill reported by Senator Miller to-day from the Foreign Relations Committee, as a substitute for the supplementary Chinese bill prepared by the California delegation:

Section 1. Be it enacted, that section 6, of the Act entitled "An Act to execute certain treaty stipulations relating to the Chinese," approved May 6, 1882, is here amended so as to read as follows: "That in order to the faithful execution of the provisions of this Act, every Chinese person, other than a laborer, who may be entitled by said treaty or this Act to come within the United States, and who shall be about to come to the United States, shall be identified as so entitled by the Chinese Government, or by such other foreign Government of which at the time such Chinese person shall be a citizen or subject, by a certificate issued by such Government, which certificate shall be in the English language, and shall show such permission, with the name of the permitted, in his or her proper signature, and which certificate shall state the individual, tribal and family name in full, title or official rank, if any, age, hight, present occupation or profession, when and where and how long pursued, and the place of residence of the person to whom the certificate is issued, and that such person is entitled by this Act to come within the United States. The certificate provided for in this section, and the identity of the person named therein, shall be indorsed by the diplomatic representative of the United States in the foreign country from which said certificate is issued, by the consular representative of the United States at the port or place from which the person named in the certificate is about to depart, and such consular diplomatic representative, whose indorsement is so required, is hereby empowered, and it shall be his duty, before indorsing said certificate, as aforesaid, to be reasonably satisfied of the identity of the person named in said certificate, and that he possesses the character stated herein. Such certificate, as aforesaid, shall be prima facie evidence of the facts set forth therein, and shall be produced by the person named therein to the Collector of Customs in the district of the United States at which the person named therein shall arrive, and afterwards produced to the proper authorities of the United States, whenever lawfully demanded."

Section 2. That Section 12 of the said Act is hereby amended, so as to read as follows: "That no Chinese person shall be permitted to enter the United States without producing to the proper officers of customs the certificate prescribed by the law as entitling such Chinese person to come into the United States, and any Chinese person who shall knowingly come into the United States contrary to the provisions of this or any other Act relating to the Chinese, shall be deemed guilty of misdemeanor, and on conviction thereof shall be punished by a fine not exceeding $100, or by imprisonment not exceeding six months, or by both, said punishment to be at the discretion of the Court, and any Chinese person so convicted shall, at the termination of the execution of his sentence, be delivered over to the Collector of Customs of the district, who shall cause such Chinese person to be removed from the United States at the cost thereof to the country from which such Chinese person came, under such regulations for such removal as the Secretary of the Treasury shall prescribe; provided, that the penalties of this section shall not apply to such Chinese as may be actually passing through the United States en route from one foreign country to another, in pursuance of the regulations for such transit prescribed by the Secretary of the Treasury."

Section 3. That in order to secure to Chinese laborers who were in the United States on the 18th day of November, A. D. 1880, and those Chinese laborers who came to the United States between the said day and the 4th day of August, 1882, the right of entering the United States under the stipulation of said treaty and the provisions of said Act, and to prevent frauds in respect of said matter, every such Chinese laborer, who, having left the United States between the said 18th day of November, A. D. 1881, and the 4th day of August, 1882, may reenter the United States only upon presenting to the customs authorities of the United States, at the port or place to which he may come, a certificate made and signed by the proper diplomatic or consular agent of the United States at the country from which he may come, stating that such officer is satisfied that the Chinese laborer (describing him) was in the United States between the said 18th day of November, A. D. 1880, and the said 4th day of August, A. D. 1882, and that he is entitled to reenter the United States under said treaty and said Act. No such Chinese laborer shall be permitted to land or come into the United States, from whatever country, unless he shall produce such certificate. Such certificate shall be prima facie evidence only of such right to enter the United States.

Section 4. That all the expenses incurred by the officers of the Treasury Department, in the execution of the provisions of the law concerning Chinese coming to the United States, shall be treated as expenses for collecting revenue, and settled accordingly.

Proceedings in Congress.

SENATE.

WASHINGTON, February 6th.—Miller of California, from the Committee on Foreign Relations, introduced a bill which provides for executing the treaty stipulations relating to the Chinese. Calendar.

A bill was introduced and referred by Logan, to increase the efficiency of the army.

The Chair (Sherman) laid before the Senate the unfinished business of yesterday, being the Mexican land grant titles bill. This was debated at great length, and several amendments proposed and rejected.

An amendment offered by Coke was agreed to, excepting from the limitation Act in regard to three years within which claims have to be presented, all minors, married women and persons non compos mentis.

Without action, the Senate went into executive session, and soon adjourned.

HOUSE.

After several bills had been introduced and referred, the House went into Committee of the Whole (Cobb in the chair) on the pleuro-pneumonia bill.

Lanham strongly opposed the bill, as endangering one of the vast interests of the country, an industry in which Texas was especially interested.

Reagan also spoke in opposition to the bill.

Eaton considered the pending bill the most mischievous presented to Congress during the present session. It should be entitled "A bill to abrogate and annul the Constitution, and deprive States of the rights which belong to them."

Anderson spoke in support of the measure. A terrible disease is threatening one of the greatest industries of the country. Congress had the power, on the ground of protecting the general public and the rights of property, to stamp it out, and yet a proposition to do so was met with the old argument of State sovereignty and State rights. No such objection was made when the Mississippi levee bill came up.

Muldoon favored the general purport of the bill, but opposed certain of its provisions. He gave notice that he would, at the proper time, move to recommit for amendment and revision.

Peters and Lawrence supported the bill, and dwelt upon the immediate necessity for the step.

Cameron expressed a hearty concurrence in the purpose of the legislation, and failed to find any constitutional stumbling block in way of voting for it. A liberal construction of the Constitution should always be given when a great public good is to be accomplished or a great public evil averted.

Rowell contended that the proposed legislation was absolutely necessary to protect the cattle interest, and it was not possible for the States to do so without Federal aid.

Perkins contended that Congress had a perfect right and power to legislate upon the subject.

Belford said he would not vote for the bill unless fundamentally reconstructed, but he was not going to vote against it under the flimsy pretext of State rights. He objected to the bill because it authorized some scientific "crank" to take charge of the whole subject, and investigate the condition of cattle sent from one State to another. That was too great a power to put in the hands of any one agent of this nation.

Hepburn made a constitutional argument in support of the bill, taking the view that the Federal Government could, in the exercise of its power to regulate commerce, legislate in the manner proposed by the bill.

Cox of New York spoke against the bill, which he asserted intrenched upon the rights of States.

Grosvenor denounced the bill. The bill was a fraud on its face. It proposed to create a peace officer, who should take the place of Collectors of Internal Revenue, and search every man's farm, and he was utterly astonished that the committee put unlimited power into the hands of subordinate officers and opened to such a wide extent the doors of the Treasury.

Pending further action, the committee rose and the House adjourned.

Capital Notes.

WASHINGTON, February 6th.—Mr. Slater introduced in the Senate to-day a bill to grant a Winnemucca railroad company a right of way through public lands and a right to construct bridges over navigable water-courses. The bill provides for a bridge across the Willamette river south of Oregon City.

Mr. Dolph introduced in the Senate this morning a bill making Tacoma, W. T., a port of delivery; also a bill making the city of Seattle a port of delivery, and a bill appropriating $57,000 for erecting a public building at Port Townsend.

The House Committee on Claims have reported the bill for the relief of Thomas B. Shannon, late Collector of the Port at San Francisco, and it has been placed on the private calendar, with a favorable recommendation. This bill passed the Senate about a week ago.

The Secretary of the Treasury approves the recommendation of Surgeon-General Hamilton that an immediate inspection be made of cities bordering on the Gulf of Mexico and Caribbean Sea having commerce with the United States, in order that their sanitary condition be known in advance of the yellow-fever season.

Senator and Mrs. Miller, of California, gave a fancy-dress party last night that is destined to be held as one of the chief social events of the winter. Over 100 young girls were present in masks and costumes, and a greater number of gentlemen, who were exempt from masks and dominos, joined in the revel. A few elderly friends were invited, who came without masks, and greatly enjoyed the fine pageant and merriment of the occasion.

Funeral of Wendell Phillips.

BOSTON, February 6th.—At an early hour this morning people began to gather about the late residence of Wendell Phillips. None were admitted to the house but intimate friends and relations. There were no services in the house. At 10:55 the coffin was borne from the house to the hearse. Several hundred persons, including many co-workers, followed the remains to the old Hollis-street Church, where the funeral services took place, conducted by Rev. Samuel May, of Lancaster. After services, the body was borne to Faneuil Hall, and as soon as the crowd was got in order by the police, the public was formed into lines and admitted to the hall. The coffin was guarded by four colored soldiers. The face of Mr. Phillips wears a placid, half-smiling expression, and its appearance is most natural. The people passed reverently by the coffin before the guard of honor, and then quietly departed from the hall. After the public had withdrawn, and just previous to the removal of the remains, a plaster cast of the head was taken at the request of the family. The funeral procession was then reformed, and the coffin was borne to the Old Granary Burying-ground, Tremont street. The streets were again crowded, and the streets in the vicinity of the burial-ground densely packed with people. There were no formal ceremonies in the graveyard, and the coffin, containing the remains of the dead philanthropist, was placed in the Phillips tomb, which is also the final resting place of Phillips' father, mother and brother.

Suit for Possession of the Fargo Children.

BUFFALO, February 6th.—The suit of Mrs. Pendegast against Anna H. Fargo, the former wife of W. G. Fargo, of express fame, to compel her to surrender possession of the children of the late W. G. Fargo, Jr., and wife, both deceased, was called up in the Superior Court yesterday. Mrs. Fargo put in an answer. Mrs. Fargo is the mother of W. G. Fargo, Jr., and Mrs. Pendegast is the mother of Mrs. W. G. Fargo, Jr. An interesting suit is promised. Both sides have the best legal advisers. The case is postponed to the 15th. The children are ordered to remain with the Fargos. There was an affecting scene in the Court-room between the children and Mrs. Pendegast before they separated.

One of the Most Heartless Acts on Record.

BOSTON, February 6th.—Captain Burnham, of the Board of Inspectors of Steam Vessels, in Boston district, stated to an Associated Press representative that the Captain of the steamship Glaucus admitted to him privately that the Glaucus passed the wreck of steamship City of Columbus after daylight on the morning of the disaster, and recognized her; that signals of distress were seen from the Glaucus, but the latter steamer did not stop, because the Captain did not wish to be delayed on his trip. "This," said Captain Burnham, "is one of the most heartless things I ever heard of. It was outrageous. I propose to summon the entire crew of the Glaucus, and take their testimony before the Board. I never heard of such a violation of that holy but unwritten law—humanity, so essential, and also generally respected, among seamen."

Disastrous Collision.

NEW YORK, February 6th.—Miss Clara Belden Tippette, an actress, whose stage name is Clara Belden, was taken to the hospital last night in a condition of violent insanity, and died to-night. Deceased was a native of St. Louis.

An Insane Actress.

LEXINGTON (Ky.), February 6th.—A construction train on the Chesapeake and Ohio, between Morehead and Farmer's Station, ran into the caboose of another, containing twenty section hands (colored). Five were killed and fifteen wounded. Charles Harlen, the conductor, was seriously injured.

FOREIGN.

Baker Pasha's "Waterloo."

LONDON, February 6th.—Later advices as to the defeat of Baker Pasha state that the slaughter of his forces was continued all the way back to Trinkitat. The Egyptians were panic-stricken and fell upon their knees, but their appeals for mercy were fruitless. The Arabs seized them by the necks and thrust spears into their backs and savagely cut their throats. The Englishmen missing are Maurice Bey, Surgeon Leslie, Captains Foster and Walker, and Lieutenants Carroll, Smith and Watkins. Ten other foreign officers are missing. The fugitives huddled together on the shore at Trinkitat and might easily have been slaughtered, but the enemy gave over the pursuit. The men embarked as quickly as possible upon the six transports lying there, and with Baker Pasha and Colonel Sartorius, arrived at Suakim. Intense excitement prevails at Suakim. An attack of the enemy is expected. The forts are occupied by English marines, and the French agent has telegraphed for a man-of-war.

TEWFIK BEY AND HIS FOLLOWERS CUT TO PIECES.

SUAKIM, February 6th.—The enemy surrounded and destroyed Tewfik Bey and 400 followers between Sinkat and the coast, while attempting to cut their way through the enemy.

TOKAR AND SINKAT HOPELESSLY LOST.

LONDON, February 6th.—All special dispatches agree that Tokar and Sinkat are hopelessly lost. The fact that British gunboats left Trinkitat creates a bad impression upon the minds of Egyptians and encourages the rebels in their fanaticism. The rebels captured five guns, 3,500 pounds of cannon ammunition, 3,000 rifles and an enormous quantity of cartridges.

LONDON, February 6th.—Baker Pasha has telegraphed Sir Evylin Barring, the British Minister at Cairo, that the force by which he was attacked was less than 1,000 strong, but the Egyptians threw away their arms and fled.

British Cabinet Council.

LONDON, February 6th.—Another Cabinet Council was held this afternoon to discuss the condition of affairs in Egypt. The transport Orentes, with 1,000 sailors on board, has been ordered to remain at Suez.

The British Parliament.

LONDON, February 6th.—Gladstone stated in the House of Commons to-day that Admiral Hewitt had decided to strengthen the force at Suakim, and the Government had taken measures to increase his forces, in order to insure the safety of that city. He stated that the Government does not feel called upon to adopt fresh measures because of General Baker's disaster, and had the debate continued last night, Sir Charles Dilke, President of the Local Government Board, would have read a telegram confirming the news of the disasters in Egypt.

Lord Randolph Churchill, Conservative member for Woodstock, gave notice that he would introduce an amendment to the address, asking the removal of the present Ministers, and the substitution of others who were fitter.

This was greeted with cheers on the part of the Conservatives, which were answered by counter-cheers from the Liberals.

The amendment was supported by forty Conservatives.

Lord Randolph Churchill declared that he offered it because of the abrupt termination of the debate last night. The Government, he asserted, is alone responsible for such degradation in the House.

The Speaker ruled the amendment out of order.

Lord Randolph Churchill thereupon moved that the House adjourn, for the purpose of giving attention to urgent public business.

All the Conservatives, including the leaders, rose to their feet in support of the motion, and great excitement prevailed.

Henry Chaplin, Conservative member for Lincolnshire, seconded the motion, and made a violent attack upon the Government.

Sir Stafford Northcote declared that the attempted termination of the debate was conduct unworthy the Government.

Mr. Gladstone replied that the Government was not responsible. They suffered more than the House from the stoppage of the debate, as they were thereby rendered liable to answer the erroneous statement made. The House could be better informed latter, and would have to discuss the condition of affairs in Egypt, concerning which the Government was anxious to make a true statement.

The motion was negatived without division.

Lord Edmund Fitzmaurice, Under Foreign Secretary, stated that the Government had no news regarding the disaster to Tewfik Bey.

Parnell's Proposed Amendment.

LONDON, February 6th.—Parnell has announced his intention of moving an amendment to the address in reply to the Queen's speech, with reference to the recent conduct of the Government's policy in Ireland. Its tendency, he says, has not been to tranquilize the people. He especially deplores the wanton prohibition of legal and constitutional meetings, whereby free speech has been practically quenched in Ireland. The amendment condemns the Irish executive for having permitted the magistrates, publicly and with perfect impunity, to applaud the conduct of Lord Rosemore, who has been superseded as Justice of the Peace for disturbing public order, provoking ill-will and strife between different classes in Ireland, and thereby directly inciting Irishmen to illegal acts, disorder and deeds of violence. The amendment concludes by humbly assuring her Majesty of the firm conviction of his party that the policy of forcing or stimulating State-aided immigration of the Irish people should be definitely and forthwith abandoned.

Craven Cunning.

LONDON, February 6th.—In the fight near Tokar it seems that the Egyptian cavalry threw away their saddles and turned their horses loose, effecting their retreat on foot, in order that they might not be sent back to fight again.

The Scene at Suakim.

LONDON, February 6th.—The scene at Suakim is described as painful. The wives of many dead soldiers are bewailing their loss, and tearing their hair and clothes in their anguish.

The Government has advices confirming the report of the massacre of Tewfik Bey and his followers.

In Full Revolt.

CAIRO, February 6th.—The tribes beyond Korosko are in full revolt. General Gordon, who has arrived at Korosko, is unable to proceed on his journey to Khartoum.

The Imprisoned Invincibles—Projected Bank.

DUBLIN, February 6th.—It is stated that the imprisoned Invincibles will be removed to England, because an attack is feared upon the jail in which they are now confined.

The establishment of a land mortgage bank, backed by the Government, is projected in the north of Ireland, to assist the occupiers of the soil to become owners.

The Jeannette Victims

HAMBURG, February 6th.—At 10 o'clock this morning the remains of De Long and comrades of the Jeannette Arctic expedition, were quietly placed on board the Frisia, where they occupy a special apartment. The Frisia then set sail for New York.

The Propaganda's Real Property.

ROME, February 6th.—The Pope and Cardinals have decided to address a note to the different powers, pointing out the consequences to the Church which will result from the conversion of the real property of the propaganda into Italian rentes, as ordered by the Courts.

Anniversary Celebration—Excessive Express Charges—Two Mexicans Kill Each Other—Robbery.

CHIHUAHUA (Mexico), February 6th.—The city is most gorgeously decorated. One thousand guns were fired, and there was a large military parade yesterday afternoon, and elaborate fireworks and a national concert in the theater in the evening. The occasion is the celebration of the adoption of the Federal Constitution in 1857, and the evacuation of the country by the French under Marshal Bazaine, by order of Napoleon III. The Grand Cathedral and Plaza d'Armes were profusely decorated.

Mexican merchants are very indignant over the express rates from El Paso here, which vary from three to fifteen cents per pound, as the January books show. Nine out of ten of the shippers are using the freight trains in preference to the express, on account of the excessive charges, and are petitioning the Government to annul the charter of the company. The irregularities are between El Paso and this city.

At a ball last night two Mexicans cut each other to death with knives.

Section boss Ward was robbed of $500 night before last, at Gallego, but the money was recovered and the thief (a Mexican) caught.

SOCIAL AND PERSONAL.

H. W. Brison has returned from Calico.

Rev. Dr. I. E. Dwinell is paying the city a visit.

Hon. Elwood Bruner went to San Francisco yesterday.

D. C. Laine, of Nevada City, came to the city yesterday.

Judge Anderson, of Franklin, was in the city yesterday.

Mrs. W. Mock and J. H. Martin, of Woodland, are in the city.

Percy Ross left yesterday for a trip through Amador county.

R. A. Shearer, of Truckee, is stopping at the Capital Hotel.

C. W. Clarke and wife have gone to San Francisco for a few days.

D. M. Reavis, of Chico, came down yesterday, on his way to the Bay.

D. S. Brown, of Oakland, and A. C. Hazleton, of Dixon, are in the city.

J. H. Wood and wife and Thomas Jenkins, of Elk Grove, are in the city.

George Welsh, Division Master Mechanic, came up from Oakland yesterday.

Miss Mollie Carpenter, of Placerville, is visiting Miss McFarland, of this city.

Chas. P. Nathan was one of the passengers for San Francisco by yesterday's train.

Hon. Wm. Parks, of Yuba City, passed through yesterday, going to San Francisco.

Thomas McConnell, of McConnell's Station, came to Sacramento yesterday afternoon.

E. Dearth, of Michigan Bar, and Thomas Keating, of Hicksville, came to the city yesterday.

Patsy Duffy, trainer for J. B. Haggin's running stable, returned from a trip to the Bay yesterday.

C. E. Sexey passed through the city yesterday, en route from San Francisco to his home in Marysville.

George Mull, of Cold Springs, El Dorado county, and Jacob Mull, of the Cosumnes, are at the Eldred House.

Miss Laura Witherly, who has been visiting friends in this city, returned to her home in Stockton yesterday.

J. E. Pierson, Cosumnes; J. B. Bradford, Franklin, and William Kelly, of Sheldon, were in the city last evening.

J. Kaulbach, a scenic artist of San Francisco, came up last evening, and will paint a lot of new scenery for Turner Hall.

Controller of State John P. Dunn and Private Secretary to the Governor W. W. Moreland left yesterday afternoon for the Bay.

F. G. Rice, the new Assistant Division Superintendent of the Sacramento Division, arrived here last evening from Wells, Nevada.

Morris Ross and wife, who were married in this city last Sunday, left yesterday for San Francisco, where Mr. Ross is now in business.

Mrs J. P. Robinson, a well-known resident of Sacramento some years ago, slipped on the sidewalk in New York recently, and fractured her ankle.

Superintendent Wright came down to the city by the overland train yesterday afternoon, but returned by the East-bound express in the evening, to superintend the snow fight on the hill.

Valley Council No. 60 of Chosen Friends gave a soiree to their friends at Grangers' Hall last evening. Dancing was the principal feature of the entertainment and was engaged in by about 100 couple. George W. Jackson acted as floor manager, and the music was furnished by Fisch & Watson's Band.

Ex-Attorney General Hart and District Attorney Carey returned early yesterday morning from Washington, D. C. The former appears to be in excellent health, but Mr. Carey was somewhat under the weather, suffering from a cold and the effect of the snow on his eyes. He thinks he will be able to be out to-day.

Arrivals at the Golden Eagle Hotel yesterday: J. G. Barker, Robert L. Wright, New York; Mrs. Walworth, Mrs. G. L. M. Comstock and two sons, Nevada City; Miss Sparks, Oakland; C. L. Wilson, Jr., and wife, Chico; A. Bannister, Alameda; Mrs. J. B. Ritter, Michigan Bar; Mrs. North, Cosumnes; C. B. McHenry, M. J. Anick, George H. Roe, L. M. Babcock, C. F. Clough, C. J. Moore, E. Block, San Francisco; T. H. Reed, Lincoln; A. Ustenberg, South Bend, Ind; Wm. A. Johnston, Richland; T. M. Grimshaw, Cosumnes; E. L. Sneil and wife, San Jose.

SUPERIOR COURT.

DEPARTMENT ONE—ARMSTRONG, Judge.

WEDNESDAY, February 6, 1884

Estate of Livina Hobbs, deceased—Continued until to-morrow morning at 10 o'clock. Witnesses ordered to appear without further subpena.

People vs. Cyrus B. Cooper, bigamy—Motion to set aside information overruled, and demurrer disallowed. Prisoner enters plea of not guilty. Defendant admitted to bail in the sum of $1,500.

Laura C. Bascomb vs. Ray Bascomb—Default entered. Witnesses examined and plaintiff granted decree of divorce and custody of two children.

DEPARTMENT TWO—MCFARLAND, Judge.

WEDNESDAY, February 6, 1884.

Charles A. Viemeister vs. R. Wittenbrock—Jury return verdict in favor of plaintiff for $1.

PACIFIC COAST ITEMS.

Five men and one woman, the remnants of a religious society called "Christadelphians," or "Soul-sleepers," residing at McMinnville, Or., have been notified by a vigilance committee to leave the county.

On Thursday evening last, says the Stockton *Mail*, Sheriff Cunningham arrested Samuel Ransom near Jenny Lind on suspicion of being one of the parties concerned in the recent stealing of six head of cattle from a farmer named Reynolds. The cattle were driven along the road for several miles and were then abandoned, as they were in very poor condition. Last night the Sheriff arrested William Breeze, a Jenny Lind butcher, on suspicion of being one of the thieves. The Sheriff is certain that he has the right men, for the reason that Ransom has acknowledged his and Breeze's guilt.

As train No. 76, on the South Pacific Coast Railroad (narrow-gauge) was passing a point on the road 500 yards above Morton-street station, in Alameda, Saturday night, the engine suddenly jumped the track. An investigation disclosed the fact that some dastardly wretches had placed a rail, left there by the section hands, directly across the track. Had the train been running at a high rate of speed a terrible accident would have been inevitable; as it was, the track and road-bed were torn up for a space of nearly 100 yards, and the engine disabled. The train consisted of three coaches, and was drawn by engine No. 10. The accident delayed the train for one hour and fifteen minutes.

GOOD NEWS.—It is now entirely unnecessary to purchase any imported perfumes, as the very best are Peck's Premium Perfumes and Elite Bouquet, home manufacture.

NEW ADVERTISEMENTS.

Regular Meeting of Cosumnes Tribe, No. 14, Imp. O. R. M., THIS (Thursday) EVENING, at 7:30. Seven pale faces to be adopted. Members of Sister Tribes most cordially invited to be present.
EDW. B. WILSON, Sachem.
EDGAR H. RIVETT, Chief of Records. fe7-1t*

Owosso Tribe, No. 3, Imp. O. R. M.—Members of Owosso Tribe are requested to assemble at their Wigwam, Sixth and K, THIS (Thursday) EVENING, at 7:30 o'clock, to pay a fraternal visit to Cosumnes Tribe. ALFRED OLSEN, Sachem.
J. J. BUCKLEY, C. of R. fe7-1t*

Washington—Stated meeting this EVENING, at 7 o'clock. Brethren invited.
J. N. YOUNG, W. M.
L. C. JORDAN, Secretary. fe7-1t*

WANTED—WIDE-AWAKE RESPONSIBLE Canvassers for a new, light and profitable business. Address H. C. HOWETT, Secretary, Box 241, Sacramento, Cal. fe7-2w

EMPLOYMENT OFFICE—McDONALD & CO., corner Eighth and K. Farmers requiring plow-hands please send on your orders. Also, will furnish hotels and all others with male and female help at short notice. Please give us a call. fe7-2w*

NOTICE!—ALL WHO SUBSCRIBED TO THE W. C. T. U. upon the cards at Col. Babcock's lectures are requested to send the amount to the Treasurer, MRS. E. G. HAYFORD, Fourteenth street, between H and I. fe7-1t*

TO RENT—A SUITE OF WELL-FURNISHED rooms; also, a large front room and conveniences for cooking if desired, on first floor, south windows, at 1115 Eighth street, between K and L. fe7-1w*

FOR SALE—A PERCHERON-NORMAN STALLION, dark dapple gray, coming five years, weight, 1,650 pounds, gentle to ride and drive, and good disposition and fast walker. Call and see him, or address P. H. MURPHY, Brighton, Sacramento county. fe7-tf

CARD TO THE PUBLIC.

OWING TO THE MUDDY CONDITION OF the streets, and the condition of our horses, many of them suffering with the pink-eye, we will be unable to-day to run all of our street cars. Two of them will be taken off, but will be put on again as soon as we can get stock. We will do the best we can to accommodate the public, and hope in a few days to be able to run all the cars on time.
fe7-1t R. S. CAREY & SONS.

NOTICE.

CAPITAL TURF CLUB WILL MEET AT CAPITAL Hotel,
THIS (Thursday) EVENING,
February 7th, at 7:30 o'clock. By order of
CHRIS. GREEN, President.
W. P. EMERY, Secretary. [B. C.] fe7-1t

For Sale to Close an Estate.

THE SANTA YSABEL RANCHO IN S