

CAPITAL NOTES.

THE NEW HOUSE.

Elam and Robertson will be Placed on the Roll.

WASHINGTON, Oct. 7.—Elam and Robertson will be placed on the roll of the new House, as holding prima facie certificates, on ground of normality in certificates of Kelllogg to the two Republicans who contest their seats.

THE SENATE.

Conkling's Position Regarding Kellogg.

WASHINGTON, Oct. 7.—The statement of Conkling's position regarding Kellogg in my Rochester letter was inaccurate, in that it carried the impression that he had examined the case through and was satisfied as to Kellogg's credentials, whereas his true attitude is that his impression is to that effect, but he has not yet examined the case sufficiently to reach an unalterable conclusion.

REPORTS OF U. S. ARMY ENGINEERS.

Inland Navigation—Points of Interest to River Men.

WASHINGTON, Oct. 7.—The reports of the officers of engineers of the United States Army in charge of river and harbor improvements, for the fiscal year ending June 30, 1877, have been received by Gen. Humphreys, Chief of Engineers, who is now engaged in collecting them for submission to Congress.

Wm. E. Merritt reports for the fiscal year ending June 30 as to the improvement of the Ohio River: The only work of construction carried on during the fiscal year just ended has been the repair of the old dike at the trap a few miles below Pittsburg and the extension of the dike just below Evansville, Ind., and in removing Jackson rock in the grand chain, some twenty miles above Cairo.

This year I gave public notice in the newspapers that all wrecks would be considered abandoned unless notices were sent me to the contrary, and the fact has been verified by officials in order to keep great navigable rivers from obstructions I earnestly renew the recommendation contained in my annual report for 1873 to be enacted into a law.

The amount available for the improvement of the Monongahela river, in my last annual report I stated that an additional appropriation would be necessary to complete the lock and dam at Hardrocks.

This appropriation was not made, and, therefore, I have to report all construction as stopped, and the work placed under the charge of a volunteer as a makeshift.

For the improvements of the Ouachita river, Louisiana and Arkansas, amount available \$683,056; asked for, \$20,000.

For the Yazoo river, Mississippi, available \$13,350 31; asked for, \$20,000.

NEW YORK GOSSIP.

Break in the Direct Cable.

WAR NOTES.

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THE LITTLE REBELLION.

UPRISING OF RESIDENT MEXICANS OF EL PASO COUNTY, TEXAS.

They Hold Armed Possession of San Elizario and Isleta—Troops Called For to Suppress the Insurrection.

SAN ANTONIO, Tex., Oct. 7.—Intelligence of a startling Mexican uprising in the north-west of this State has been received here from Fort Stockton, having reached that post by mail yesterday morning.

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Italy Not Allied with Germany.

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SALT LAKE CITY, Oct. 7.—At the Mormon Conference held yesterday the Church authorities were elected. The only changes are in the high priesthood, which now stands as follows: John Taylor as President of the Twelve Apostles, as one of the twelve himself and as President of the Church, with the Twelve Apostles and D. H. Wells and John W. Young as his counselors. He was also elected trustee in trust of the Church, with D. H. Wells, John W. Young, Bishop Edward Hunter and the Twelve Apostles as his assistants. The Twelve Apostles and W. A. Wells and John W. Young were all elected Prophets, seers and revelators. The city is full of people, but very little interest is manifested by the laymen in Church affairs.

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Hon. E. E. Kidd's Exhaustive Discussion of the Question.

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MUKHTAR PASHA.

No Information as to the Result of Thursday's Battle.

LONDON, Oct. 7.—Another telegram from Constantinople, dated Saturday afternoon, says that no further official intelligence has been received from Mukhtar Pasha. The last telegram from Mukhtar is that, announcing the commencement of Thursday's battle, in which he says that two Turkish columns are now attacking the Russians, who are concentrated on the banks of Karsai, opposite Kobak heights, while the Turkish cavalry from Soudak is in action against the communications of the Russians with their camp at Kirsak.

Montenegrins Repulsed.

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NORTH LOUISIANA RAILROAD MEETING.

A large number of citizens interested in the North Louisiana Railroad, met at Tally's Opera House, at Shreveport, last Tuesday, Capt. William Robson was called to the chair, and E. M. Austin and W. J. Bruner made secretaries.

Speeches were made by Major Moncreux and Major J. P. Douglas, President of the Tyler Tap Railroad. The latter showed that a narrow-gauge railroad could be built between Shreveport and Monroe for \$5000 a mile.

Messrs. A. H. Leonard, Judge Boardman, W. H. Wise, Capt. Joseph Boisseau and others spoke.

The following resolution was offered by Col. R. H. Lindsay, which was unanimously adopted: Resolved, That the chairman of this meeting do appoint a committee of six to meet the president and board of directors at their meeting, to be held October 10th, to devise ways and means as will build this road.

Dr. J. C. Ezan moved that a committee of three be appointed to confer with the people along the proposed line of road as to what aid could be had in the way of subscriptions, donations, crosses, etc. The president appointed on said committee Dr. J. C. Ezan, R. H. Howell and Col. S. J. Ward.

Major Moncreux moved that the committee of six appointed to confer with the president and board of directors, be empowered to solicit subscriptions, and ascertain what amount could be raised. Carried.

The meeting then adjourned.

A COMMON OUTLET.

The Necessity of Opening the Mississippi to Commerce.

The St. Paul *Pioneer Press*, in an editorial on the commerce of the Mississippi, says: The railroad development of the country has been so wonderfully rapid and so vast, and now plays so conspicuous a part in the machinery of our inland transportation, that we are sometimes apt to lose sight of the vast commercial importance of our lake and river systems, and in this Upper Mississippi region, at least, we have been so intent on developing and extending our artificial lines of transit by rail that we have almost wholly neglected our natural water lines, especially that great artery of internal commerce, the Mississippi river, and have thus for the time being practically preferred the more expensive to the cheaper modes of transportation. But this diversion is a temporary one. The position and course of the Mississippi river, running north and south through the great interior valley of the continent, and whose trunk and navigable tributaries wash the shores of eighteen States, are such as must inevitably control the direction of our inland commerce. For its course runs with the normal and primary movement of that commerce, across latitudes in the direction of the contrasts of climate and production, and through the tendency of commerce around the world for a number of physical reasons is in an east and west direction, and the entire transcontinental railroad system of this country follows the law which establishes this great east and west current of trans-mundane exchanges, yet it is still true that what may be called the cyclical movement of internal commerce, for all the great valley of the Mississippi runs naturally in the direction of its current across the zones of wheat and corn, and pork and cattle, and cotton and sugar to the sea, which is their common outlet to the great tracks of ocean commerce, following the Gulf stream to Europe.

It is this subject of making available this "common outlet," which the convention which meets at St. Paul on October 11 will discuss.

The St. Paul Chamber of Commerce has urged sufficient appropriations to secure a permanent depth of five feet from St. Paul to Lock Island. It is a fruitful sum of a few thousand dollars has been devoted to improving the river between those points, while millions have been spent in the endeavor to make an artificial water channel from the Mississippi to Green Bay, an enterprise which has very much the appearance of a job. There is now a general feeling in the Upper Mississippi valley that the river should be improved as a competing channel of trade with the railroads. We do not observe that the Chicago *Tribune* has yet opposed the St. Paul plan or its object, but we presume it will be heard from, as its position is that the improvement of the navigation of the Mississippi river in any form is a proceeding entirely "sectional" in its character. That journal took a different view of the appropriations and land grants through Republican legislation from 1862 to 1870. It is only recently, since government aid of an extremely moderate character, and not in the form of a subsidy, has been asked for the Texas Pacific Railroad, and since the subject of protecting the banks along the Lower Mississippi from inundation has been agitated, that the *Tribune* has become very virtuous on the subject of the expenditure of the public money. The *Tribune* even opposes Capt. Eads' jetties, and charges him with unlawful designs on the Treasury.

The charge of "sectionalism" in advocating a well regulated stage of water in the Mississippi and protection from its ravages from St. Paul to the Gulf is simply absurd. There is as much necessity to the whole West and South for the improvement of the Mississippi as for the improvement of the Danube and its mouths to several nations of Europe. The one stream is as national in its character as the other is international.

It is true Chicago is not dependent on the Mississippi, for she has a water route to the East, besides her numerous railways; but Chicago represents a very small interest beside the interests of the Mississippi Valley. That enterprising city has secured breakwaters and piers, paid for out of the Treasury, to keep the water from injuring vessels and other private property; but the *Tribune* insists that while it is well to protect these "private" interests in North, it is very "sectional" to suggest

that millions of dollars worth of productive property along the Mississippi shall have protection from destruction by inundation. It breakwaters are necessary on Lake Erie, breakwaters are necessary on Lake Erie, breakwaters are necessary to beat back the persistent waters of the great Mississippi. And as these breakwaters are constructed by the government on the Northern lakes, the opponents of Southern internal improvements will find it very difficult to conjure up an argument to show that individuals should construct the same kind of work on the lower Mississippi river. It is well to remember, too, that the entire amount of appropriations for the improvements of the Mississippi river through its whole length, has been less than \$8,000,000, while Republican Congresses, in 1862 and 1864, handed over \$90,000,000 to half a dozen railroads. A river which "controls the direction of our internal commerce," as the St. Paul *Pioneer Press* expresses it, is in every sense of the word a national highway, and should receive the attention of a national highway.

THE SOUTHERN PACIFIC.

False Claims of the Central Pacific Road as to its Southern Branch.

It is fully time that the monstrous falsehood so industriously circulated by the Central Pacific railroad monopoly that its "Southern Pacific" branch has been "built without subsidy," was thoroughly exposed. The facts about this matter are as follows: The "Southern Pacific" branch of the Central Pacific railroad has received from the government 13,000,000 acres of the very best and in Southern California. Much of this land has been sold at more than \$100 per acre; much more of it at \$75, \$70, \$60, \$50, \$40 per acre, the latter being the minimum figure for thousands of acres. Take the whole grant at the ridiculously low average of \$10 per acre, and we have a land subsidy of \$130,000,000. But, in addition to this, the road has received aid in county, city and private subsidies amounting to the total sum of over \$2,600,000. Here we have a grand total of national and local subsidy to the "Southern Pacific" of \$132,600,000!

And now Stanford, Huntington, Crocker & Co. go to Congress and ask that the land grant of the Texas Pacific road be given to them. Let us compare what the government has done for the two roads. It gave the Texas and Pacific road less than 15,000,000 acres of land, all of it (except on the Colorado desert east of San Delgo) in the Territories of New Mexico and Arizona. Military officers, familiar with the country, have testified that the average value of this land grant is not one-half the government minimum price of \$1 25 per acre; but allowing the full government minimum price, the value of the grant is, in round numbers, \$18,750,000. Here is a difference in favor of the Southern Pacific of \$113,850,000!

But let us carry out the comparison fully. Let us figure up the whole amount of national, State, municipal and private aid given to each corporation. According to the last report the total amount of the land grant of the State of Texas to the Texas Pacific road is 4,951,605 acres, which is valued by the State Land Department at an average of \$2 per acre, or a total of \$9,903,210. The aid granted by counties, towns and otherwise, amounts in all, according to the figures of the givers (not the company), to the sum of \$785,000. Now let us recapitulate.

SOUTHERN PACIFIC.

Government land grant, value.....\$130,000,000  
County, town and other aid.....2,600,000  
Total subsidy.....\$132,600,000

TEXAS PACIFIC.

Government land grant, value.....\$18,750,000  
Texas land grant, value.....9,903,210  
County, town and other aid.....785,000  
Total subsidy.....\$29,438,210

SUMMARY.

Total to Southern Pacific.....\$132,600,000  
Total to Texas Pacific.....29,438,210  
Excess to Southern Pacific.....\$103,161,790

It will be observed that the Government has given the Southern Pacific, in value, nearly seven times as much as it has given the Texas Pacific, while the total aid from all sources given the Southern Pacific is much more than four times that given the Texas Pacific.

THE MOFFETT REGISTER.

RICHMOND, Oct. 3, 1877.—The estimate made two weeks ago that the revenue from the sale of liquors through the medium of the Moffett register would reach \$100,000 for this city and \$500,000 for the State per annum, is verified by the official results of last month's sales. This insures the Moffett register as a permanent source of revenue.

The liquor dealers held a meeting here to-day, at which they resolved to discontinue further prosecution of the suit in the United States Court on the alleged patent infringement, upon condition that the Attorney General will agree not to proceed against the bond given to indemnify the manufacturer of the registers for damages caused by the late injunction. They decided to organize a campaign all over the State against the registers, and pledged themselves to support all candidates who are opposed to the Moffett liquor law. An anti-Moffett ticket will be nominated in this city, and perhaps in every county and city in the State.

The Governors of Louisiana and Arkansas have written for a sample of the register, a copy of the law and an explanation of how it works, with a view to the introduction of a similar law in those States.

One of the new and curious objects of the Japanese capital is a gigantic image of a woman, made of wood and plaster, and dedicated to Haehman, the god of war. In height it measures fifty-four feet, the head alone,