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TRUTH AND LIBERTY.

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[SPECIAL TO THE DESERET NEWS.]

By Telegraph.

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CONGRESSIONAL.

SENATE.

WASHINGTON, 31.—Tipton introduced a joint resolution, proposing a constitutional amendment to modify the veto power so that a majority of the qualified members of both houses will be sufficient to overcome a veto.

WASHINGTON, 1.—Flanagan made a speech in criticism of those by Sumner and Schurz yesterday, and in review of the history of the political parties. Chandler moved to table the adjournment resolution and proceed to the conference report on the steamboat bill. Cole said Chandler evidently wished Congress to adjourn on Tuesday next, and make an extra session necessary. Chandler's motion was rejected; yeas 26, nays, 34.

Morton favored adjournment as soon as possible after disposing of the public business, not before.

A warm discussion followed, in the course of which Logan strongly denounced the speeches of Sumner and Schurz and the attack on the administration. At the close the Senate rescinded the resolution to adjourn on Monday, by a vote of 40 to 16.

A recess was taken till evening, when the consideration of the appropriation bill was resumed.

The House resolution, fixing the adjournment on the 10th of June, was received, and after the discussion and rejection of amendments changing the date to the 20th of June, and to the 15th of June, and the rejection by a large majority of a motion to adjourn sine die to compel a final adjournment on Monday and necessitate an extra session, which Chandler said he desired, the House resolution was concurred in by 42 to 13.

EASTERN DISPATCHES.

WASHINGTON, 1.—At the evening session to-day an investigation into the Indian frauds was ordered to be continued during the vacation.

The Senate message announcing the rescinding of the resolution to adjourn on June 31 was received, and Butler moved to concur.

Dawes moved a resolution to adjourn on Monday, June 10th, which after some dilatory discussion was adopted by 135 to 60.

Dawes announced his intention to move to adjourn from Tuesday next to Thursday or Friday, after which recess was taken till Monday.

It is the purpose of the Goat Island obstructors to call the bill from the table, if possible, before the adjournment and try to pass it.

BOSTON, 1.—The San Francisco committee authorize the announcement that negotiations here have been concluded to-day, and a satisfactory understanding consummated, for joint co-operation in completing the thirty-fifth parallel railroad. It only remains to advise with St. Louis, at which place the San Francisco delegation will meet in June 10th, to complete the business.

James Gordon Bennett died at 7:25 p.m. His son and daughter are expected to arrive home from Europe next Saturday.

A dispatch from Corn vall, Canada, announces the death, this evening, of Sir John McDonald, late premier of Ontario.

WESTERN DISPATCHES.

SAN FRANCISCO, 2.—A dispatch from Yosemite says the influx of visitors is very large.

C. J. French, *alias* Mortimer, the desperado who, some years since, took detective Rose out to San Mateo county to show him a plant, then knocked him down, cut his throat, robbed him and escaped, was arrested last night, in the act of robbing a man at the circus. Subsequent to his attempt to murder Rose he served seven years in the State prison on conviction for burglary.

At Callahan's ranch, yesterday afternoon, James Taylor and E. Roach attempted to cross the south fork of Scott river. The stream was much swollen by melting snow. Taylor's horse stumbled and threw him, and the current being strong, Taylor was swept away and drowned.

LOS ANGELES, 2.—At Anaheim this morning J. Marvoich attempted suicide by shooting himself with a pistol in the left breast, making an ugly but not fatal wound. There are over one hundred cases of measles in the city.

EUROPEAN.

LONDON.—A powder magazine exploded at Oswestry, Shropshire, to-day, and killed six persons.

Flurry, the absconding cashier of the Limerick bank, has surrendered to the authorities.

Miss Kellogg sings at Buckingham Palace on the 20th.

The *Times* asserts there has never been any genuine agreement between England and America relative to indirect claims. With the correspondence before us, concludes the *Times*, we must consider the failure of arbitration inevitable. We may thank the American Senate for this. Had it accepted the supplemental article without amendment our position would have been awkward.

MADRID.—The excitement over the Serrano measure has nearly subsided and a better feeling prevails.

PARIS.—Many Carlists officers and soldiers have reached France.

AN UNNOTICED GOLDEN TIDE.

In the returns which will be made to the United States Treasury of the imports pouring in at this port during the past year, one most lucrative portion will be entirely omitted. A golden tide flows into this harbor, which is estimated by no bureau of statistics, and whose product appears in no reports of the Board of Trade. On Sunday last, as we were the first to inform the public, ten thousand emigrants landed at the Castle Garden depot.

It would be interesting to estimate what was the value of that single importation. Careful investigation, in former years, shows that each immigrant will bring on an average cash and outfit capital with him of $150 to each person. Here, accordingly, is an unnoticed import of a million and a half of dollars in a day. But this is only a small portion of the import. What is the immigrant himself worth in the market?

The average value of a good field-hand in the South, before the war, was reckoned at $1,200, and over. A good cook was worth more, and a seamstress was sometimes valued as high as $2,000. White labor—considered more economically—must be worth much more. One of the former Commissioners of Emigration—Mr. F. Knapp, a well-known historical investigator—has estimated the value of each immigrant from the cost of raising him, which, from various data, he put at $1,500 for the males and $750 for the females, or an average of $1,125 for each.

Another writer on this subject, however, has demonstrated that another element in the value of a human being, besides the expense of bringing him up, is the demand for him; so that, of course, the unskilled, and feeble, and vicious, and minor immigrants must be estimated at less than the skilled, able-bodied, and virtuous. It happens, however, that only about five per cent. of the present importation are vicious or helpless, and only twenty-two per cent. are under fifteen years of age, while fifteen per cent. belong to a class of much more productive value than the common laborer; so that we may safely reckon the whole as worth the cost of raising them—or as much as common laborers cost here to be brought up and educated. Moreover, the labor of nearly all is in demand in this country, so that we may safely estimate from this basis each immigrant as worth at least $1,100.

Another mode of estimating the laborer's value to the country would be by deducting his expenses and wages—if on a farm—from the value of his labor. A farm laborer now, we suppose, costs at least $300 per annum for wages, and $200 for "keep," or say $500. The value of his labor would be generally estimated at $275 to $590, leaving a clear profit to the farmer on each hand of of fifteen to eighteen per cent. This profit is the immigrant's pecuniary annual value to the country, which at seven per cent interest, would represent some $1,100 to $1,200 capital. There will then be no exaggeration in estimating each of the ten thousand emigrants who landed here on Sunday last as worth some $1,200 to the country. There is then an additional import of $12,000,000 of capital, which no statistician or custom-house officer observes.

Over thirteen and a half millions of dollars are poured into this port in a single day, and then flow over the country in fertilizing rills. It is a silent enriching, golden tide. It is a capital, too, which is continually reproducing itself. The whole west is being opened and cultivated through it and its increase. Now, the imports, of goods, we all see, should be under the control and government of the United States officials. How much more should this human importation? It no more belongs to New York State than to Illinois. It is an interest of the whole country. The charge of emigration, of the ships, of the landing and care of emigrants, of their reasonable protection, ought to be a matter of Federal concern, not State police. The tax on emigrants now paid by the ship-masters, should be a United States tax. New York has no more claim on these hundreds of thousands of dollars than has the great West.

Under the Government, we should have an honest, faithful, and efficient management of this great interest. At present the Bureau of Emigration in New York seems to be run for the benefit of the Tammany Ring and the Roman Catholic Church. With the exception of Mr. Wallach and one or two others, no one ever heard of the present commissioners. And yet they are to disburse some two hundred thousand dollars, and take charge of the interests of tens of thousands of poor foreigners. We trust Congress, in another session, will take the whole matter into its own hands.—*New York Times.*

A Rain Famine.

An exchange seriously puts the question, "Are we to have a national water famine?" and having thus aroused the fears and anxieties of the people at large, leaves them to answer it. The water statistics from various parts of the country are pretty sure evidence that if things hold out as they have begun we shall have little enough of the precious fluid to even subserve the necessary uses of life, setting aside the contingencies of fire and waste. The returns from England, compiled by Mr. Glaisher, give a general average of only twenty-two inches for the past year, while the proper mean rainfall of England is thirty inches. The deficiency of eight inches of the usual fall may be roughly estimated at over a million gallons of water for every square mile of British territory. In the tropics, where the atmosphere takes up the greatest amount of moisture from the sea for distribution over the surface of the earth, similar results are found. Returns from the windward West Indies for the month of December last show a deficiency greater than has been known in the twenty-four years preceding; and the average of the year 1871 was twenty-eight per cent., or more than one-fourth below that of the preceding twenty-four years. For the month of January, 1872, the returns are still more discouraging, the average falling short of that for the same month of the twenty-five preceding years by thirty-five per cent., or more than one-third. Taking these facts into consideration, there is every reason to believe that the approaching season will be marked with a lack of rain and a consequent drying up of many of the lesser streams and water courses of the country. The most stringent measures should be resorted to to prevent the waste of water which is daily going on in our own and other cities, and the dwellers in the agricultural districts would do wisely to make preparations against such a very probable contingency.—*Boston Globe.*

A New Road Across the Continent.

The Chesapeake and Ohio road, in connection with the Louisville, Cincinnati and Lexington, the Shelby road in Kentucky, and the Lexington and Big Sandy road (projected), have been consolidated and passed under the control of the managers of the leading roads west of the Ohio river and St. Louis; only a short line (from Shelbyville to Danville) is to be completed, to form a complete main trunk road from the Atlantic to the Mississippi. This same combination have in contemplation the construction of a Pacific Coast road, from San Francisco to San Diego, thus laying the foundation for another transcontinental railroad from the Atlantic to the Pacific, on the parallel of the 38th degree of latitude. At present, the Central Pacific holds the key to all roads west of the Rocky Mountains. The extension of the Southern Pacific to the Colorado would indicate an intention to hold the position. The time is not distant when there will be six distinct lines of rail from the Atlantic to the Pacific—one passing to the extreme north through the English possessions, one from Lake Superior to Puget Sound (the present road), one along the route referred to in this article, and one along the thirty-fifth and one along the thirty-second parallel of latitude. The road from San Francisco to San Diego and one extending from our city to Puget Sound make San Francisco in reality the terminus of all the roads, and distributing point of all the trade west of the Rocky Mountains. San Francisco having obtained the lead will be likely to retain it, and it will be found very difficult to establish for her a commercial rival on this side of the continent. The rivalries on the Atlantic commenced before the era of railroads, at a time when Boston, New York, Philadelphia, Baltimore and Charlestown were each of them, for a certain locality, convenient distributing points. It must be a long time before a ship, with a general and miscellaneous cargo, will find it more convenient and economical to enter the mouth of the Columbia or the harbor of San Diego than to discharge at San Francisco, especially if we have railroads running direct to either place.—*San Francisco Chronicle.*

A BACKBONE ENGLISHMAN talks to the New York *Herald* in the following spunky style—

As I am a regular reader of your worthy paper I hope you will excuse the liberty I am about to take in asking you a simple question. Some few months ago, when the Alabama claims were in the height of discussion, you published a number of letters from different parties, who were all going to force that powerful little speck called "Great Britain" to pay all that they demanded, or if she would not they were going to land in Ireland, and invade England, &c. Now, the question I am about to ask you is, now that England has determined not to pay the indirect damages, "Where are all these fellows with their gas; why do they not force her to?" My opinion of the subject is that America dare not go to war with England; for if she did she would make a greater mistake than when she fought the South. Besides England's navy is far too strong for any single Power in the world to cope with. You Americans must not think because the "Lion" has laid dormant that he has forgotten his old game at war; for if you do and arouse his ire you will be sadly mistaken, to your disadvantage. Any sensible man will own that England is still the leading Power of the world. She is the great pawnbroker of the world, and, as you have recently been shown, your statesmen cannot for an instant cope with the English; for Granville was the teacher and Fish the schoolboy. In conclusion I will say that England will do what is right and fair, and that only; but what is not correct you Americans or the whole world could not force her to do. By inserting this in your valuable paper you will greatly oblige yours, truly,—AN ENGLISHMAN TO THE BACKBONE.

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