

being the only music at the depot or on the line of march. The ca- ket was placed in the hearse in waiting, the cadets presenting arms as the cortege emerged from the depot. This ceremony of bringing the remains from the car to the hearse was solemn and imposing, the utmost quiet pervading. The immense concourse of spectators was estimated at from 5,000 to 10,000.

On the remains being placed in the hearse the corps of cadets wheeled into a column of companies, preceding the hearse to the solemnappings of muffled drums. The escort then slowly took up the march. On either side, flanking the hearse, was a delegation of twelve marines, while behind came the officers of the 5th Maryland Regiment, who wore crape on their left arms. Following came eleven carriages with gentlemen accompanying the remains, the rear being brought up by a squad of police. The escort moved at 10:45 a.m. to the Doric Hall, at the State House, where the remains were to be laid in state.

Along the line of march the utmost quiet and reverence was shown to the deceased by the immense throngs that lined the streets, while the solemnity of the occasion was increased by the tolling of bells, continuing until the remains reached the state house. Doric Hall was heavily but simply draped in black and white. The base of each of the two rows of columns in the centre of the hall was trimmed in black, while the capitals were festooned in black and white, tastefully blended. The walls under the ceiling were also heavily bordered in the same manner. The brass awning in the rear of the centre of the hall was ornamented by flags, entwined with crape, and resting in heavy black drapery. Under the clock, and beneath the field pieces, the monogram of the Vice-President was represented in black lines and a silver base of large dimensions. The decorations, though marked, were unpretentious, according fully with the simplicity of the deceased's life.

Before the procession escorting the remains arrived 4,000 or 5,000 persons had assembled. A space in front had been roped off and details of police kept the entrance open for the procession. Hardly a sound of conversation could be heard, each and all of the vast crowd seeming to be inspired with a feeling of solemnity befitting the occasion and day.

Shortly after the arrival of the funeral cortege, Governor Gaston, with his staff and the executive council, ex-Governor Claflin and others, descended from the executive chamber and took their stations uncovered at the head of the dais which was prepared for the reception of the casket. Every whisper was hushed, and the silence seemed to intensify the solemnity as the first melancholy note of the dirge broke on the ear.

When the procession reached the State House, the casket was borne by eight police, dressed in uniform, up the steps leading from Beacon Street to the main entrance, followed by a detachment of marines with reversed arms, as a guard of honor. On entering the Doric Hall, on the entrance floor, in the presence of the state officials and others uncovered, the casket was placed upon the dais, where it will remain until to-morrow, when a public funeral will take place.

CHICAGO, 29.—A Washington special says that the Secretary of the Navy still continues his mysterious operations. To-day the *Nan-tucket*, the last of the ironclads that is finished and available, was ordered into commission. The complete list of the available ironclads will now be ready for the most efficient service in a few days. It is said that orders have been sent to Lisbon, directing the entire Mediterranean squadron to return home. The entire torpedo corps is also actively engaged in the preparation of torpedoes. These operations are conducted with the strictest secrecy, and orders have been issued in the Navy Department to permit no information of the movements of the ironclads to be made public. All these vessels that are on the Atlantic coast north of New Orleans have been ordered to rendezvous at Norfolk.

A Washington special says that the President in his annual message, will report to Congress to build a ship canal connecting the Atlantic and Pacific Oceans. The commissioners who make the report

were appointed by the Secretary of the Navy to investigate the merits of the various ship canal routes, for the connection of the Pacific with the Atlantic. The commission is composed of the following: Gen'l Humphreys, chief of the engineer corps of the army; Captain Carlisle P. Patterson, superintendent of the U. S. coast survey, and Commodore Daniel Ammen, of the U. S. Navy. The report already completed by the commission is merely a preliminary one, and is to be followed by a more voluminous report, giving more in detail the history of the examination and the reason for the decision at which they have arrived, that the Nicaragua route is the most feasible of all the routes surveyed. This report will be given to the President in order that he may be able to present the matter to Congress in his message. It was thought at first that the report would be delayed until January, and would then be sent into Congress with a special message. The President takes the greatest possible interest in the inter-oceanic canal scheme, and will do all in his power to promote its interests. The problem of connecting the two oceans has been one that has occupied the attention, as the report says, of statesmen, navigators and mariners for the last 375 years. The enormous saving of distance, time, cost and risks which it would give to the world has been carefully tabulated and there remains nothing to show but the feasibility of the route. This the Commissioners' report claims has been done in the survey made upon the Nicaragua route, and it is new regarded as of the highest importance that the United States will take some action at once to carry out the feasible plan of this canal in order to prevent either France or England from coming in and reaping the honor and profits of this great enterprise. The result of this work cannot be fully estimated. The great saving in the carrying trade and the facilitation of the connections between eastern Asia and western America with Europe cannot be readily calculated. When the canal is completed nearly one half of the carrying trade of the world will be revolutionized. The commission has made a most thorough examination of all the evidence before it, and will urge upon Congress the need of speedy action. Beside the testimony of the naval officers who have made the surveys, they had also the testimony of a civil commission made up of Messrs. Walker and Ammen and Major McFarland, of the army engineer corps, who have examined carefully the feasibility of the ship canal. In examining the various reports, objections of an almost insurmountable nature were found in all but the Nicaragua route. It is a longer route than any of the others with the exception perhaps of the Tehuantepec route, but its other advantages more than compensate for the bad feature of length. It is the only route where the climate is not dangerous to health. In the lower routes malarial influences would destroy the greater portion of the workmen before the canal could be completed. It is, too, the only route where a proper supply of water could be found, Lake Nicaragua on this route being able to furnish a convenient and uniform supply of water. The other routes are very defective in many other ways: they extend through a worthless waste of country that is impossible of development; the route through Nicaragua is represented as the paradise of Central America, and one that will return untold wealth, under proper development, for the comparatively small sum of sixty odd million. The commission claim that an enormous return would be made; one item alone it is thought would make the expense of building the canal a grand investment, that of the shipment of California products to Europe and ports upon the Atlantic coast, but more especially to Europe. California ships every year large quantities of wheat to the European markets; at present all of this wheat has to go around by Cape Horn, meeting the dangers of that stormy quarter, and encountering a long delay and expense that would all be obviated by the canal. To allow any foreign power to build this canal and we pay taxes to them for its use is something which the commission thinks the people of this country would never tolerate.

In the Criminal Court, this a.m., Frank Williams and Charles Smith, charged with repeating at the last

county election, plead guilty and received the extreme penalty of the law, a thousand dollars fine each and imprisonment for one year in the County jail.

WASHINGTON, 29.—The Secretary of the Treasury, to-day, directed the retirement of \$764,472 of the legal tenders, that amount being 80 per cent. of the national bank circulation issued during the month.

The Supreme Court, to-day, sustained the position of the Union Pacific Railroad Company, by affirming the decision of the Court of Claims, namely, that the company has the right to retain one half its earnings on account of transportation for the government. Judge Davis delivered the opinion, viewing the road as a great national necessity, and that the government fully secured the payment of the principal and interest in bonds.

Fernando Wood declines the further use of his name as a candidate for speaker of the next House of Representatives; he says he is not a candidate and will not be a party to the contest now going on here for that office.

SPRINGFIELD, 29.—Moses Dickenson, aged 65, a farmer at Amherst, was murdered on Saturday night.

PROVIDENCE, 29.—In Cranston, on Saturday night, during a family quarrel, Wm. Manning fatally shot his mother, mistaking her for an official called to quell the disturbance.

NEW YORK, 29.—A letter from Wilkesbarre, Pa., states that, the most extensive and serious mining casualty ever known in Wyoming valley has occurred at the Chauncey and Grand Tunnel mines, between Plymouth and Nanticoke, about two and a half miles south of the former place. About two weeks ago Mr. Roberts, one of the proprietors of the Chauncey mine, noticed that the roof of the opening was working in a most extraordinary manner, and, convinced that the mine was doomed to certain calamity, about eleven o'clock on the morning of the 10th inst. he gave orders for the men to leave the mine as soon as possible, and to remove as much of the company's property as could be taken out on the spur of the moment. The miners, to the number of 125, left at 12 o'clock, taking with them the implements of their calling, and two hours later the mine caved in. The effects of the cave were that terrific high boulders were thrown out of the mouth of the tunnel by the compressed air, as if they had been pebbles, and the shock of the crash was like an earthquake.

Charles O'Connor, the distinguished lawyer, died this a.m., at his late residence; the several courts adjourned as a tribute to his high character.

BOSTON, 29.—A vast number of people visited Doric Hall this morning to view the remains of the Vice-President, while great crowds gathered in the vicinity of the State house, making it difficult for those specially invited to enter the Hall of Representatives, where the services were to be held. Soon after 11 the doors of the hall were closed, and at half past 11 the coffin was carried to the Hall of Representatives and placed on the catafalque. The hall was richly draped and numerous fragrant floral tributes were conspicuous. Senator Boutwell, Frederick Douglas, Carl Schurz, General Banks, the Governor elect Rice, and others, were seated at the right of catafalque. Governor Gaston, the Governor's council and staff, and the common council were in front of the coffin. Governors of other States, members and ex-members of Congress, judges of the Federal and State courts, the mayor of Boston, officers of the army and navy, five civic officers of the government, members of the State legislature, and others were in the main body of the hall. The remaining seats were quickly filled from the thousands eagerly seeking admittance. At 12:30 every seat was taken, and every inch of standing space occupied.

The clergymen having taken their places, the services were begun by the singing of the hymn—"I heard a voice saying unto me." &c. The Rev. Dr. Miner offered prayer. Selections of scripture were read and the Rev. J. M. Jennings preached the sermon.

The rubber shoe factory at Malden, and all the adjoining buildings were burned this morning; the loss is probably \$150,000, insurance \$90,000.

The burning of the Boston Rubber Shoe Co.'s factory is more serious in its result than at first supposed. All of the immense brick buildings with the exception of one wing are in ruins, the loss is placed at \$300,000, and insurance at \$156,000. Eight hundred employes are thrown out of work. The fire is supposed to have started from the careless use of a gas jet by one of the female employees.

DETROIT, 29.—Mrs. Cornelius, of Wasson township, Pontiac county, suicided on Saturday by cutting her throat; she was laboring under a fit of insanity.

FOREIGN.

PARIS, 23.—Alexandre Colin, the painter, is dead.

Paul de Cassagnac addressed a Bonapartist meeting in Belleville to-day. Thirty thousand people present loudly cheered the speaker, who advocated the plebiscite, and promised in the name of the empire the suppression of the octrois and the establishment of an income tax.

LONDON, 25.—A special from Berlin states that a charge of fraudulent bankruptcy has been preferred against Dr. Strousberg, who continues under arrest.

There has been a heavy and disastrous gale off the coast of Ffeshire. Some fishing boats are lost. Sixteen fishermen are known to have been drowned, and fourteen are missing.

LONDON, 26.—A special from Berlin reports that American residents and visitors held thanksgiving services in that city yesterday. A sermon was preached by the Rev. Dr. Thompson. At the conclusion of the religious services the congregation adopted resolutions expressing sorrow at the death of Vice President Wilson, and directing that a telegram of condolence be sent to America.

The *Times* says it has reason to believe that the British government has bought from the Khedive of Egypt £1,000,000 sterling worth of shares of the Suez Canal Company, and that the Egyptian government is authorized to draw on Rothschilds at sight for the amount. This announcement is the substance of a telegram received by the Bank of England from its Alexandria branch. The *Times* adds that the Khedive made the offer and the British government accepted it, subject to the approval of Parliament, the Khedive's holding which is thus sold consisting of 177,000 out of 400,000 shares, into which the capital stock of the company is divided.

A special to the *Daily Telegraph* from Madrid says, Mr. Layard, the British Minister, while recently traversing Bilbao, refused to receive a visit from General Burriel, the butcher of Santiago de Cuba, who is Captain General of the province. It is reported that the Spanish Minister of State has remonstrated with Mr. Layard for his action in the matter.

BRUSSELS, 28.—*Le Nord*, Russian organ, thinks that however great the consequences of England's purchase of the Suez canal may be, the transaction can't endanger the peace of Europe. It affects the countries bordering on the Mediterranean, especially France, and it seems impossible for the affair to be completed without an international arrangement. It would amount to sheer confiscation for England to undertake to manage the canal; and if it be desired that the civilizing work of the canal shall become a mere instrument of trade, arrangements must be made to render the change compatible with the interests of the world, by means of solid guarantees.

LONDON, 29, 5 a.m.—A special from Berlin says that a report is current that the senate of the state tribunal has ruled that the charge of treason against Von Arnim is admissible.

A dispatch from Rangoon says that large reinforcements of British troops from Hongkong have arrived at Perak. Governor Jervois issued a pacific proclamation, and hostilities have been suspended pending the answer of the native chiefs to the British demands and the arrival of reinforcements from India.

The *Times*, in its leading article, states that the other powers were not notified before the purchase of the Suez shares because there was no time for notification, and because the powers had no right to protest in such a case.

Accounts from Tiflis represent the Russian losses heavy in the recent rising at Khokand, part of

the garrison having been massacred.

A telegram from Alexandria says that the Abyssinians surprised and killed twelve hundred Egyptians, including seventeen officers.

LONDON, 26.—A special to the *Daily Telegraph* from Paris states that, in the Spanish reply to the Washington Government, nothing is conceded to the U. S. except that the accused may invoke the aid of counsel before a court martial in Cuba. A telegram from Madrid to the same paper says that so far as can be learned Spain promises reform in the matter of confiscation of property, but declines to adhere to the treaty of 1795.

The *Times*, in its financial article, says in relation to the purchase by Great Britain of 177,000 shares of the Suez Canal Co.—"A breathing time, most essential to Egypt, is secured. The value of the purchase to England is great, and probably will be taken by the public to mean more than it does. By buying up the rest of the shares and paying the two loans raised by the company, amounting to £4,800,000, England would be possessed of the entire property. The advantage of the bargain materially is a secondary question. The purchase was made for political reasons, therefore the importance of the step is hardly to be overrated. For a considerable time it can not be a pecuniary profit, unless England also redeems the 19 years coupons which the Khedive heretofore sold."

The *Times*, in a leading article on the subject has the following—

"There is an audacity about it which we do not generally associate with the acts of the British ministry. We seem to trace in the business the hand of Mr. Disraeli. The nation wakes this morning to find that it has acquired a heavy stake in the security and well being of another distant land; that it will be held by all the world to have entered upon a new phase of Eastern policy. We have no desire for an extension of territory, we do not covet the land of the Nile; since the firman of 1873, which gave the Khedive the right of treating independently with foreign states, Egypt has little cause of complaint, and may fulfil her duties untrammelled by Stamboul. In this settlement we desire to make no change, but should insurrection or intrigue, or aggression from without or corruption within, bring a political as well as financial collapse to Turkey it might become necessary to take measures for the security of that part of the domain of the Sultan with which we are most nearly concerned. An acquisition of so commanding interest as the Suez Canal, an interest which must inevitably tend to increase, will lead the government and people of this country to concern themselves habitually with Egypt."

OTTAWA, 27.—A petition has been sent to the government for the release of Lepine at Winnipeg.

LONDON, 27.—A dispatch from Paris to the *Morning Echo* says that the announcement of the sale of the canal shares to the British Government has caused a great sensation in Suez. The Paris *Moniteur* says that there is no longer any doubt that England has an eye on Egypt, and *Le Temps* declares that the purchase gives England the virtual suzerainty of that country.

A special from Berlin to the *Times* states that the negotiations between Austria and Russia, respecting the reforms recommended to Turkey, have failed to produce any result, and are practically ended.

The *News* gives prominence to a statement that it is estimated that a person in the confidence of the government shall proceed to Egypt to examine the finances, but that no definite selection has been made.

The *Times* announces that at a meeting held yesterday, of bondholders and others interested in Siberia, it was resolved that a deputation should wait on U. S. Minister Schenck and Earl Derby, to obtain their aid in protecting that republic in the present crisis.

PARIS, 27.—The *Journal Officiel* says that the Governor of Paris, after a consultation with the council of ministers, has resolved to prevent all meetings of a character to excite disorders; this is evidently aimed at Paul De Cassagnac's recent Bonapartist speech at Belleville, and a radical counter demonstration now organizing here.

General Washburn, of Minnesota, has arrived in Paris.