

Indians are there, that recent gold discoveries have attracted a large emigration there, and the opinion of the press and other evidence indicate that it would be for the best interests of the Indians and the whites to rescind the order."

Secretary Delano approved this recommendation for rescinding and the President immediately restored the six sections to the public domain.

Oligario said, when here last week, that he and his tribe declined to acquiesce in this provision for them only because they were assured by the citizens they were in no danger of ever being disturbed where they then were; in other words, their title to their old homes was perfect.

A fire occurred this morning in the flouring mill of A. Fisher, on Desplaces street. Loss \$20,000; insured.

ST. LOUIS, 24.—The Railroad Convention met this morning. The names of several delegates who arrived last night and this morning, were presented and enrolled as members. After some important business a letter of Col. T. A. Scott, Prest. of the Texas and Pacific Ry., was read by Prest. Matthews. It gives Scott's views of the importance to the country at large, and especially the Southern part of it, of the construction of the Texas and Pacific road. It discusses at length the questions of differences of climate and resources of the southern and northern routes, cheap transportation growing out of competition, advantage of this road to the southern system of railroads saving to the government in rapid and cheap transportation and distribution of military supplies and troops, the financial plan upon which it is proposed to construct this road, and in general covers all points and arguments, touching the building and the necessity of this road, which have been presented to the people through the press, speeches in Congress and elsewhere. On motion of Bowman of Kentucky, the thanks of the convention were tendered to Mr. Scott for his able communication and it was placed on the records of the Convention.

ALBANY, 24.—The State dept. and all public offices will be closed on Friday during the funeral of Vice-President Wilson.

PORT HURON, Mich., 24.—The building of the National Stave Co., in this city, was burned this morning. Loss \$65,000; insurance \$35,000.

MONTREAL, 24.—The canal between Lachien and this city is blocked with ice. A number of downward bound vessels will have to winter at Lachien.

WASHINGTON, 24.—The committee of arrangements to-day made a change in the order of procession to follow the remains of the Vice President on Friday, so that the President of the U. S. and the members of the Cabinet will be assigned the next place to the relatives of the deceased, and the diplomatic corps will follow the Judges of the Supreme Court of the U. S.

Indian Agent Alex. G. Irvine telegraphs Mr. Smith that in an altercation which recently occurred at Comarron agency, New Mexico, he was wounded in the head by an Indian, and that the latter, attempting to escape, was shot by the guard, and hostilities might be looked for any moment. He recommends the control of affairs be placed in charge of the military.

In reply the commissioner telegraphs to put the military authorities in full control and give them hearty co-operation in bringing the Indians into subjection.

The Massachusetts delegation met with the official committee at the State Department to-day and agreed upon the route of the funeral procession to the railroad station. The following tunes will be performed on the bells of the Metropolitan Methodist Episcopal church from 10 o'clock until after the funeral train leaves the depot—Muffled peal, Windham tune, "I would not live away;" "O, rest in the Lord;" Elijah; Pleyel's Hymn, "Thou art Gone to the Grave;" "Angels ever Bright and Fair;" "The Dying Christian;" "Vital Spark of Heavenly Flame;" "Dead March in Saul."

NEW YORK, 24.—A private letter received here from a literary gentleman now in London says that the Crown Perfumery Company of that city has offered a reward of one hundred guineas for the best poem by English, American or Hindoo authors, on the subject of the Prince of Wales' visit to India,

to be treated with reference to the contrasts of ancient and modern civilization or the aesthetics of modern life. The writer says that this news will be of much interest to many American authors and may induce many to send in contributions, which must arrive in London by the 20th of January.

ST. LOUIS, 24.—The committee on resolutions then made the following report—

"This convention of delegates, duly appointed from thirty-one States and Territories, many cities and boards of trades, merchants' exchanges, and other commercial bodies, constituting a body of 869 delegates, representing not only a large proportion of people of the U. S., but of the active producing business capital of the country and now assembled to take action upon the construction of a southern line of railroad to the Pacific do respectfully represent to the Senate and House of Representatives of the U. S. in Congress assembled, that the Southern Transcontinental Railway, from the waters of the Mississippi, via El Paso, to the Pacific Ocean, near the 32nd parallel of latitude, is imperatively demanded—

"First, as a measure of sound statesmanship, because it is only by constant intercourse, business and social, that the great states now growing up on the Pacific slope can be permanently bound in a common interest with the Eastern and Southern communities, and it is therefore sound policy and wise foresight to promote the most intimate relation between all sections of our common country and a necessity already recognized by the government in its grant of bonds and lands to the Union and Central and Kansas Pacific roads, and of lands to other transcontinental roads of the 32nd, 35th and 47th parallels, under the belief that private capital would furnish the needful funds to these highways, but owing to the great commercial depression they cannot be built by individual capital and the responsibility still rests upon the government to secure the completion of at least one additional transcontinental line.

"Second, as a means of national defense, because it is the duty of the government to have a line to the Pacific unobstructed at all seasons of the year for the prompt transportation of troops and supplies should trouble arise with any foreign country, and the forts and the countries of the Pacific would be exposed to insult or attack, such line to be sufficiently removed from our border to enable it to be fully protected against the movements of hostile forces.

"Third, As a local military necessity, because the experience of the nation on the Central, Union and Kansas Pacific roads has proven that rail and telegraph and the facilities thereby provided, furnish the only sure means of intercepting and punishing the hostile Indians, and unmistakably indicate the adoption of the same method to prevent constant depredations in Western Texas, New Mexico, and Arizona, make life and property secure, and establish there the same law and order that prevail along the present Pacific line.

"Fourth, as a measure of practical economy, because, as already shown by the experience of the Pacific road, the expenses of maintaining a military establishment for the protection of southern territory against Indian depredation will be largely reduced by enabling the government to transport troops and supplies at one-fifth of the present cost, by enabling it to dispense with two-thirds of the present force, through the facilities offered for the transportation and movement of troops, and thereby save from eight to ten million dollars per annum, and at the same time provide more efficiently and economically for the care and maintenance of Indian tribes under the espionage of the government.

"Fifth, as a commercial necessity to twelve millions of people inhabiting a belt of country from 400 to 700 miles in width, and stretching along the southern Atlantic coast, the Gulf of Mexico, Old Mexico, to the Pacific ocean, who by reason of their geographical position cannot share in the benefits conferred by the present Pacific line.

"Sixth, as a direct saving to the people of the entire country, because it will give a competing line between the two oceans, both for the large local and through traffic with the Sandwich Islands, India, China, Japan, Australia, and West-

ern and South America, thereby conferring a substantial benefit upon the entire nation, and because in this manner the people of the U. S. will best be protected against a monopoly to whom they have loaned fifty-five million dollars of six per cent. government bonds, and made large grants of lands to build the present Pacific railroad line, and for whose benefit the government is now paying yearly upwards of \$3,000,000 additional out of the treasury, a corporation that has established arbitrary rates for transportation and is now seeking to perpetuate itself as a close corporation, and control lines and such as it may hereafter build in its own exclusive interest, instead of making them an open highway, such as the people of this country have a right to demand.

"Seventh, Because a communication thus established with the rich and productive States of Old Mexico would secure the large and lucrative traffic now diverted to other countries, and would thereby increase the revenues of the government, while at the same time the connections made with the lines now projected from the capital of Mexico to its northern border would stimulate and develop this trade and enrich the citizens of our country by the exchange of our manufactured goods for the products of her soil and mines.

"Eighth, Because it is the duty of the government to protect the citizens, whose guardianship it assumes under treaty obligations, in the accumulation of Mexican territory, in which they were residents, and also all citizens who have been induced by grants made by the government to aid the building of railroads to settle in the territories, which those roads were intended to develop.

"Ninth, As a prudent and proper act, to encourage the people of the South, who may very justly and with great force urge that, while 175 million dollars of public moneys have been appropriated in the Northern States and Territories since the organization of the government, there have been but nineteen million dollars expended in the Southern States and Territories, because not only will the road, as a means of national defence, strengthen the military arm of the government, and at all times the perfect security of our Pacific coast against the attack by foreign powers, also to reduce the expenses of its local administration, bind our country more closely together, facilitate communication with the Pacific and with old Mexico, develop new traffic and the agricultural products and great mineral wealth of Texas, New Mexico and Arizona, but will also by the demand for manufactures and productions of every description, including iron, steel, cotton, wool, lumber and other material needed in the construction of engines, cars, bridges, machinery, buildings, etc., for the use of the road, and, by laborers employed in building and maintaining the same, give employment to the furnaces, mills and machine shops of the country, and once more revive and stimulate the depressed industries of all sections; and,

"Whereas, to secure to the government and people these several advantages, and in addition thereto secure the return to the people of thirty million of acres of land heretofore granted to build the 30th parallel line, and save the building of fifteen hundred miles of road, it is, in the judgment of this convention, not only the right but the duty of the national government to render such aid, properly secured, restricted and guarded, as will secure the prompt completion of the line referred to, and such extensions as will give to all sections advantages resulting therefrom; now be it

"Resolved, First, that a southern line to the Pacific Ocean should be built on or near the 32d parallel, from Shreveport, via El Paso, to San Diego, where it will make connections with the waters of the Pacific Ocean, in a safe and excellent harbor, and connect with railway lines now building from San Francisco to the southern part of California, thus securing continuous lines to that great city and port.

"Second, that there should be constructed extensions from the most eligible points on the Texas and Pacific roads to New Orleans, Memphis and Vicksburg, and from a point near the 103d meridian to Uintah, in order to reach the Mississippi river, to connect with every road and port of the Atlantic

coast and with every railway east of the Rocky Mountains.

"Third, that to insure the nation the greatest benefits from this line, and to prevent its being controlled in the interest of any one part and section of the country, there should be established such regulations as will maintain the road from Shreveport to the Pacific, as an open highway, and as a competing line to all transcontinental railroads, to be used on equal terms by all connecting roads which are now or may hereafter be built, similar regulations to be applied to branches receiving similar aid to the Texas and Pacific trunk line.

"Fourth, That it should be built at the lowest possible cash rate, in order that the people shall be protected against undue or oppressive charges, and shall be secured in its use at the lowest possible rates required to protect the comparatively small capital actually expended on its construction, a result which can be greatly aided by its construction at this time, when material and labor can be secured at prices much below those that have prevailed for many years past, and that Congress shall at all times reserve the power to protect the people against speculation and oppression in the use of this national highway.

"Fifth, That the building of the main line should proceed in such regulations as will insure the construction of the road continuously from the point of its present completion in Texas to San Diego, in California, or until it meets the extension of the same line from San Diego.

"Sixth, That the construction of such line and branches can be best secured by the extension of government aid to the line and branches heretofore mentioned in these resolutions, in the form of a guarantee of the interest upon principal, on a limited amount of five per cent. construction bonds, payable in fifty years, so that the entire liability assumed shall not in any event exceed \$2,000 (?) per mile per annum, nor the interest on the actual cost of the line and such branches; such liability to be secured by first mortgage in all the railway property and franchises of the companies, and upon lands granted by the U. S., and any deficiency in the earnings of the line and branches to meet the interest maturing on these bonds while the road is in course of construction, to be met by deposit, in the United States treasury, of the one-eighth of the whole authorized issue and sale of same, if it becomes necessary, after applying all net earnings and proceeds of the lands and the sums due for government transportation, mail and telegraphic service, to meet the interest so maturing as aforesaid, so that there shall be no outlay by the government, these bonds to be issued only to the actual amount of the cash expended on the road and branches, and upon the certificate of sworn commissioners appointed by the government to supervise the building of the line and branches, and their redemption at maturity to be assessed to purchasers and holders by providing a sinking fund out of the revenues of the road and branches, to be paid by the companies into the Treasury of the U. S., of such amount as may be sufficient to pay off and discharge the entire bonded obligations of the companies on which the government has guaranteed the interest.

"Seventh, that the president of this convention be requested to prepare an address to the people of the U. S., embodying these views, as set forth in the preamble and resolutions adopted by this convention, and that he be authorized to appoint a commission of thirteen who, with the president of this convention, shall present an engrossed copy of the proceedings of this convention together with the address to the President of the U. S., presiding officer of the Senate, and Speaker of the House of Representatives, and take such further action as may be deemed best to further the objects and purposes of this convention."

Other resolutions, providing that copies of these resolutions be furnished the Governors of States, mayors of cities, and commercial and other bodies, represented in the convention, and that the secretary have the proceedings of the convention published in pamphlet form, were also adopted.

An amendment to the report providing for a branch from some point on the Texas and Pacific road to the Gulf coast at Galveston, or some other point, was offered, and

occasioned considerable debate, but it was finally rejected, and the resolutions, as reported by the committee, were unanimously adopted.

Brief and congratulatory speeches were then made, by invitation of the convention, by Hon. R. W. Thompson, of Indiana, Gen. Wm. Preston, of Kentucky, and Judge Matthews, President of the convention.

Adjourned sine die.
ST. LOUIS, 25.—Judge Stanley Matthews, president of the Pacific Railroad Convention, has appointed the following gentlemen as a committee to prepare the address to Congress, provided for by the resolutions adopted by the convention—Hon. James G. Broadhead, Hon. R. W. Thompson, Hon. J. H. Kennard, Morton McMichael, Peter Cooper, Gen. Jos. R. Anderson, Col. F. W. Johnson, D. Felsenheid, A. G. Clofton, H. G. Smith, Gen. J. E. Johnson, George C. K. Marshall. Judge Stanley is also a member of the committee in accordance with a provision of the resolution.

It is said on good authority that a ring of speculators have been systematically defrauding the Potawatomi Indians, who until recently occupied a reservation near Topeka, Kansas. The principal charge is that certain members of the tribe, living in Indian Territory, were represented as being dead, and their estates were administered upon and the proceeds pocketed by the ring. The amount realized by the scheme is estimated at \$20,000.

WASHINGTON, 25.—From ten o'clock this morning until sunset an almost unbroken throng of men, women and children passed through the Rotunda of the Capitol, to view the remains of the Vice President. The body, enclosed in a glass covered casket, lay in state on a low catafalque, directly under the centre of the dome, watched over by a guard of honor, detailed from the marine corps. The Rotunda is profusely draped with the national colors, entwined with mourning.

PHILADELPHIA, 25.—This morning a coal oil or a fluid lamp exploded in the bedroom of Mrs. Charlotte Chew, of Camden, N. J., the lamp being on the mantel, and burst. The fluid was thrown over the carpet and immediately ignited. Laura Chew, aged eighteen, sprang out of bed and rushed to the door to call for help, when her night clothes took fire. She then opened the second story window, from which she either jumped or fell, and was injured so badly that she died in a few minutes. The clothes of her mother also took fire, and before they could be extinguished she too was so dreadfully burned that she expired to-day. Wm. Chew, son of the deceased, was severely burned.

SAN FRANCISCO, 24.—The Victoria papers, in an account of the inquest on the bodies of the victims of the Pacific disaster show, by the testimony of the sailor at the wheel of the Orpheus, the colliding ship, that the captain was steering directly athwart the course of the Pacific, changing his course several times in an undecided manner. The steamer's side lights were visible. It was ascertained in a few moments that the Orpheus was making no water, but no attention was paid to the hails from the steamer. The Orpheus resumed her course without an effort to assist the Pacific. The testimony of O'Haron, the rescued quartermaster, and Jolly, a passenger on the Pacific, showed a lack of discipline on board, and a want of authority on the part of the officers. After the collision the passengers crowded the boats, which could not then be launched. The crew of the steamer were all asleep below, except the helmsman, watchman and officer on deck. Their testimony mainly agrees with the previous reports as to details.

The Pacific Jockey Club held a meeting to-day. In accordance with the desires of owners of horses and the general sentiment of turf men, the four-mile race was postponed till Christmas. Pools off.

ALBANY, N. Y., 25.—The extensive strike among the knitting mill operatives at Amsterdam, N. Y., is ended, they having submitted to the reduced wages.

PITTSBURG, 25.—To-day a lunatic named Hile, at the county hospital, killed a woman by the name of Beatty, who went into the room to clean it. He choked her until she was insensible, and then drove the small end of the broom handle into her brain.