

BY TELEGRAPH. AMERICAN.

WASHINGTON, 11. — Attorney-General Pierpont has decided that the act of Congress of April 27th, 1816, confirmed to Hugh and John Maxwell a grant of 9,600 acres of land at the forks of Black River, Missouri, made to a priest named Maxwell, in 1799, by the Spanish government. This large tract of land, situated in Reynolds and Iron Counties, Mo., is therefore declared to belong to the claimants, represented here by Warwick Tunsell.

The Commissioner of Internal Revenue has completed his report for the fiscal year ending June 30, 1875. The document is very voluminous. The Commissioner says it may be a consolation to know that grievous as are the burdens laid upon our population, forty-two millions or more consume the articles taxed by our Internal Revenue laws. The British public, numbering less by one-fourth than our people, paid, under their excise laws, during the year ending March 31, 1875, taxes, measured in gold of the U. S. to the amount of one hundred and eighty-three millions, nine hundred and sixty-two thousand, against a hundred and ten millions, five hundred and forty-five thousand dollars paid in currency by the people of this country during the fiscal year ending June 30, 1875. The report shows that the actual amount of receipts paid into the treasury from all sources, from and after June 30, 1861, to June 30, 1874, exclusive of loans and treasury notes, was as follows—Customs \$1,973,000,000; Internal Revenue \$1,956,000,000; Direct tax \$14,810,000; Public lands \$22,000,000; Miscellaneous \$236,000,000; premium on loans and sales of gold coin \$192,000,000; total \$4,395,000,000.

Sir Edmund Thornton, the umpire in the U. S. and Mexican claims commission, to-day, rendered his decision in the case of the Roman Catholic church, represented by Thadeus Amat, Bishop of Monterey, and Joseph S. Albama, Archbishop of San Francisco, vs. Mexico, popularly known as the "Pious Fund Case." The award is probably the largest ever made in any single case in Washington, as it amounts, in our currency, to over a million dollars. The Pious Fund of the Californias was the result of the donations made by various private persons for the purpose of establishing, supporting and maintaining Roman Catholic missions in California, and for converting to the faith the heathen of that region. The foundation of the fund dates back to the 1735, and the original donations were made to the Society of Jesus for the purpose above indicated on the 24th of February, 1842. Santa Anna, then Provisional President of Mexico, issued a decree that the real and other property belonging to the fund should be incorporated into the national treasury, engaging that the government should forever pay to the beneficiaries interest at the rate of six per cent. per annum on the proceeds of the sale of the property. This obligation has not been met, although frequent demands for payment have been made. The claimants, as the lawful successors of the original trustees so far as concerned the territory of Upper California, demand against Mexico a share of each annual installment of the interest accruing since February 2nd, 1848, beyond which date the jurisdiction of the Commission does not extend, and which was the date of the acquisition of California by the U. S., proportioned to the population of Upper California, with interest upon each annual installment from the date on which it fell. The umpire decides that it is equitable to divide the gross revenues of the funds since February 2, 1848, into two parts, one of which these claimants are entitled to, and he rejects the demand for interest; he therefore awards that there be paid by the Mexican government, on account of the above mentioned claims, the sum of \$904,700.79 in Mexican gold dollars, without interest. Ex-Senator Casserly, of California, argued this case on behalf of the Catholic Church, before the umpire last July; it has been pending ever since the Mexican Claims Commission was organized.

VICTORIA, 11. — The steamship *Gussie Telfair* returned at nine o'clock last evening, from a cruise in the neighborhood of Cape Flat-

tery, for the survivors from the *Pacific*; she found no living persons, but picked up the body of a woman, which was identified as that of Mrs. Kellar, of San Francisco, the body of Mr. Vining, of Steilacoom, W. T., and the body of the stoker of the lost ship. All these bodies had life preservers on. The *Oliver Walcott* picked up the body of the assistant steward, named Richard Jones, dead. Steamers are still searching for more bodies. An inquest on these three will be held to-day. Portions of the wreck are beginning to come ashore near this port.

SAN FRANCISCO, 21. — A dispatch from Neah Bay, W. T., dated yesterday, gives a statement of Neal O'Haley, quartermaster of the *Pacific*, rescued by the revenue cutter *Oliver Walcott* on the morning of the 7th inst., to the following effect: "About two hundred and fifty people were on board. I went below at 8 p. m., everything all right, the lights in their place. When the shock occurred I ran on deck, everything was in confusion; the passengers were crowding on the hurricane deck. The ship fell off into the trough of the sea. I saw a large vessel under sail which they said struck the steamer; I saw her green light distinctly. The passengers crowded into the boats against the commands of the officers. I, with the chief engineer, got the port boat forward into the water, and got fifteen women and six men in her, but she was capsized by the rolling of the ship, and I saw none of them afterwards. I supported myself by a floating skylight about fifteen minutes, and then got on a portion of the hurricane deck, with some eight others. On looking for the steamer I found she had disappeared, leaving a floating mass of human beings. The screams for help were fearful, but they soon ceased, and we were alone on the raft. There were the captain, second mate, second cook, and four passengers, including a young lady. At one a. m. next morning it blew a gale from the south east, the sea making a clean breach over the raft, to which we lashed ourselves. About four a. m. the sea washed overboard the captain and second mate, the lady and another passenger; about nine a. m. the second cook died. It cleared up about four p. m., and we saw land fifteen miles distant, and a piece of the wreck with two or more on it. About five p. m. another died. On the morning of the 6th another died, leaving me alone. About four p. m., a large empty box floated near me; I got it on the raft for shelter, and slept soundly that night for several hours. On the morning of the seventh I saw land on both sides, and I was surrounded with float kelp, which made the water smooth. It continued calm all day and night. At three a. m. I was rescued by the cutter." A later report from Neah credits O'Haley with the statement that the second mate told him while on the raft that the chief mate, with eight of the crew, in a boat, got clear of the ship.

The *Walcott* has gone cruising along the coast of Vancouver Island. The *Gussie Telfair* went south. The *Walcott* took Indians and canoes to search the shore for any that may have landed, as the current has been strong from the westward, carrying the bodies recovered far up the straits. It is believed that the two saved are all that will be found alive, except those in the boat with the mate, in case they made the shore. Evidently but little of the stern broke up except the hurricane deck. Nothing has yet been seen of the ship which struck the *Pacific*. Several vessels from outside have been spoken, none of whom had seen her. O'Haley says that the captain was the last man to leave the ship.

The following are the names of passengers of the *Pacific* not heretofore reported: J. Foster, J. W. Doyle, J. H. Sullivan, J. Kennedy, Wm. Powell, George Bird, Edward Shepherd, Frank McLaughlin, Geo. Bryson, Wm. Campion, Wm. Power, Richard Turnbull, John Kenaley, Charles Smith, George Pern, A. L. Rainey, G. Journeaux, F. Journeaux, F. Ernest Meyer, Jos. Haverley and wife, J. Thompson, J. Creden, P. Canty, C. N. Miles, Adam Foster, Dennis Cain, R. Lyons, J. Peltier, Mr. and Mrs. Keller and child, Mrs. A. Reynolds, and thirty-five Chinamen in the steerage and six Chinamen in the cabin.

ST. LOUIS, 11. — The *Republican's* Kansas City special says that one

of the soldiers, named Burnhardt, reported killed in a fight with a band of Cheyenne Indians, near Fort Wallace, Ks., two weeks ago, was found wandering on the prairie last Tuesday by a party of soldiers out hunting; he lost his horse in the fight and hid himself in the grass, but was afterwards found by two Indians, whom he kept at bay ten hours.

NEW YORK, 12. — The *Herald* editorially doubts the story of Jay Gould's private advice that the Supreme Court has determined to affirm the Court of Claims' decision in the U. P. Railway case. His ability to purchase such advice and information would necessarily involve the honor of some member of the court. The *Herald* believes that the story is cunningly devised for speculative purposes, and characterizes the Union Pacific as a dangerous stock, which does not represent a dollar of contributed capital, and it is only natural that some one is anxious to sell all the shares which dupes can be induced to buy.

Business men, according to the mercantile agencies' reports, do not regard the numerous small failures this season as serious, and the belief seems general that the business depression has passed its extreme point, but the upward movement being rarely experienced so late in the Fall it is not expected before Spring.

A special from London says that a telegram from Rochelle, dated November 11th, states that a bottle, containing the following message, was picked up, Nov. 8th, off the coast of Nieuwediep: "The crew of the British ship *Lennie*, Captain Hatfield, from Antwerp for New York, mutinied on the 31st of October, and killed the master, mate and boatswain." A telegram from Rochelle, dated November 10th, states that a government steamer discovered the British ship *Lennie*, off Yarmouth, with a boy and five men on board, four of whom are supposed to be accomplices in the mutiny. Six of the crew are Greeks, and escaped in a boat the previous evening.

The steamer *Waco*, burned in Galveston harbor, had on board 300 cases of petroleum. The vessel had no right to carry this oil, being without the necessary certificate, and her owners will be prosecuted.

The brig *Centauro* arrived from Greytown yesterday. On the 2nd of October she picked up a Spanish negro in a boat belonging to the bark *Toronto*, of Glasgow, wrecked near Navasse, but when and under what circumstances could not be learned from the negro. The crew abandoned the bark in the same boat, and all perished except the negro, and he was insensible when found.

A reporter has had a talk with the rescued seaman, from which it appears that soon after leaving Navasse, a furious storm arose, and at 11 o'clock at night the foremast broke off close to the deck; they cut away the mast, and an hour after the main mast gave way, leaving only the mizzen mast. The captain was below sleeping, and the first mate was lying on the deck disabled by a nail in his foot. Land was then discovered and the captain was called, under whose orders all hands took to the long boat, which was almost filled with water, and seven of the men were washed away. Some of them, who clung to the oars, were soon washed away, and the violence of the waves speedily carried the boat away from the vessel. There were now seven men in the boat, with no provisions. For days they drifted without food, but securing a little water from rains. From Maxima's account it seems clear that the men lost their reason. He describes them as walking about, looking at the sea and sky; some leaped into the sea, some lay on their backs with their parched mouths open, and so died; others lay against the boat side until they died, speaking not a word to their comrades. One by one they all went, throwing themselves or being washed into the sea. At length he alone was left. He ate sea weed to sustain life. He caught a sea bird occasionally, and sometimes a fish. When found he was drifting alone helplessly, and was reclining against the side of the boat, his head drooping over his bosom. He could not move. The boat of the *Toronto*, on board the *Centauro*, shows where it had been scraped by the men for the purpose of eating the dirt that clung to the sides. The Union Club building, on Fifth Avenue, was damaged 25,000 by fire this morning; insured.

This morning the ministers held a meeting in the lay college adjoining the Brooklyn Tabernacle, and spent an hour in prayer for God's blessing and aid; there were over one hundred clergymen from various churches. They then entered the tabernacle, and Moody had the doors closed that they might have a few moments of silent prayer undisturbed. After prayer the doors were opened, and when the building was filled to its utmost capacity and the gates were again closed, Moody prayed for a blessing.

PHILADELPHIA, 12. — A dwelling house on Thirty-ninth Street, below Market, West Philadelphia, fell to-day, killing three children playing around it.

MEMPHIS, 12. — Captain Jeff. D. Howell, commander of the steamship *Pacific*, lost a few days ago on the Oregon coast, was a brother of Mrs. Jefferson Davis of this city, and a native of Natchez, Miss.; he lived in New Orleans several years, and served as midshipman under the Confederate flag with Admiral Semmes. "Some months since he was promoted to the command of the *Pacific* for the gallantry he displayed in rescuing shipwrecked people during a violent storm."

KNOXVILLE, 12. — The heaviest shock of earthquake ever felt here occurred at 2 a. m. to-day, and lasted ten seconds, causing the buildings to sway.

NEW ORLEANS, 12. — A Galveston special says that Captain Sawyer, agent of the Mallory line, returned late last night. He states that they sailed forty miles southward and to the westward, taking in the entire limits of the main track of the Gulf, which was thoroughly searched. They found a dinky boat belonging to the lost vessel, bottom up. It had not been scorched. A set of steps were also found. Captain Sawyer says that large quantities of freight from off the deck of the *Waco* were found floating, among them cases of astral oil, which was stored on her upper deck and he thinks this freight must have been thrown over by the crew. Among the articles picked up was a jacket life preserver, from which the string was torn; no clue was found as to the fate of any of the people. Captain Sawyer started out again this a. m. to continue the search.

SAN FRANCISCO, 12. — A dispatch received this p. m., from Post Townsend, reports the return of the revenue steamer *Wolcott*, from a cruise after the survivors of the *Pacific*. After finding O'Hanlon, the quartermaster, as previously noted, the cutter steamed for Neah Bay, near Waddan Island, and picked up the body of the under steward of the *Pacific*. On reaching Neah Bay, Lt. Harwood, in command of the *Wolcott*, sent Indians with canoes, who searched the coast for twenty miles southward of Cape Flattery, returning, after two days, unsuccessful. There was a heavy gale all day on Tuesday and Wednesday. The *Wolcott* sailed for Barclay Sound, Vancouver Island, thirty-five miles from Cape Flattery, and communicated with the Indians along the Vancouver shore, but nothing of importance was ascertained. Steaming up Barclay Sound the first Indian village was hailed, and a canoe came off containing a white man, who came aboard and introduced himself as the first mate of the *Orpheus*. He stated that she had been run into on the Thursday night previous by a steamer and was wrecked on the following Saturday morning, on an island near by Copper Island. The captain and crew had got ashore safely, and were encamped further up. Proceeding in the direction indicated, another canoe approached, in which was Captain Sawyer, of the *Orpheus*, who gave the following account of the disaster.

"On Thursday evening he was approaching the cape, by his reckoning about twenty miles off, with a fresh southeast breeze, steering about northwest. The man at the wheel first saw a steamer with its headlights off the port bow, and immediately after straight ahead; he could see neither of her side-lights, and could not make out which direction she was coming. He put his helm a starboard, and the light came nearer; he continued to starboard his helm until his vessel had turned around, the sails flat aback. The steamer, by this time, had got very near him, and blew one whistle. In less than half a minute after, her bow struck his ship a glancing blow just abaft the forechains, crashing in the rail and breaking the planking down to

near the copper. She then surged alongside of her, striking and grating along the starboard side, carried away all the starboard braces and rigging on that side, also the topmast. Captain Sawyer states that he hailed the steamer as she surged past, and called to them to lay by him, and send a boat, as he then supposed his ship to be in a sinking condition, but no one answered the hail, neither did he see any one on deck, and she drifted or steamed away, he was not certain which. He afterwards saw a dash of light, which he took for a signal, and he thought they had heard his hail, and would lay by him, but he saw her no more. His ship at that time demanded all his attention; he lay to the remainder of that night and nearly all day on Friday, repairing the rigging. That forenoon he got under way again, and made sail for land. Soon after dark he made a light, which he took for Cape Flattery, not knowing that there was a light on the coast further north. He allowed five miles clearance for Duncan rock, and considered himself safe for entering the Straits of Fuca, when, about 5 o'clock on Saturday morning, his ship scraped over a reef and immediately after struck her bow on a rock and stuck fast and filled. The light he mistook for Flattery was Cape Beale, at the entrance of Barclay Sound, thirty-five miles north of the former. The ship will prove a total loss. Captain Sawyer got all the valuables, etc., he could out of her and encamped on the shore with his wife and crew, in tents made of the sails. He had hired a canoe from the Indians and started his mate to Victoria for help, but the weather was so bad that the Indians would not venture out on the voyage, so they were found when the *Wolcott* arrived. Lieutenant Harwood took all of them aboard his vessel with the more valuable portion of the goods saved, leaving the first mate of the *Orpheus* in charge of the wreck until the owners could be consulted. All were landed safely at Port Townsend Friday morning. Nothing was heard or seen in Barclay Sound of anything pertaining to the *Pacific*. Captain Harwood and a pilot named Peter Thompson, went to the wreck of the *Orpheus* and examined it carefully. They say that the ship was undoubtedly struck by the steamer just abaft the forward rigging. The *Orpheus* is registered at ten hundred and sixty-seven tons, and is owned by C. L. Taylor & Co. of this city. At the time of the collision with the *Pacific* she was in ballast, on her way to Departure Bay, for a cargo of coal, having sailed from this port on the 29th ult. There is no expectation of rescuing any more of those on the *Pacific*. There has been heavy weather most of the time since the wreck and after a thorough search no hope is entertained of further discoveries.

WASHINGTON, 12. — The President has appointed Hiram Loffingwell U. S. marshal for the District of Missouri. Levi Bacon, of Mich., has been appointed financial clerk of the patent office.

Commissioner Burdett of the General Land Office will, in his forthcoming report, strongly recommend that all the timber lands offered by the government be appraised and thrown open to the purchaser at not less than their appraised value. He is of the opinion that unless they are thus placed under private guardianship the fine forests of the country will soon be wantonly exhausted by lumber companies and speculators, who are now stripping the land of its timber under cover of dummy pre-emption entries, or without any pretense of compliance with the law, while the government derives no revenue from its property, and the country sustains almost irreparable damage from the sweeping denudation of large areas of its watersheds. He will also condemn the practice of extending the system of the subdivision surveys over immense bodies of worthless land west of the hundredth meridian, and will suggest that only such tracts be minutely surveyed as have any attractions for settlers. He will also recommend that provision be made for connecting the Land Office surveys with important points established by the geological surveys of the territories, and that monuments at section corners, etc., be constructed in a much more lasting manner. The recommendation of his predecessor, that the pre-emption laws be abolished, and that the home-