OFFICIAL.

LAWS OF THE UNITED STATES.

Passed at the Second Session of the Thirty-seventh Congress.

[PUBLIC—No. 98.]

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the Government the use of the same for postal, military and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, William P. Blodget, Benjamin H. Cheever, Charles Fosdick, Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Ben. Holliday, D. N. Barney, S. De Witt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thompson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, John A. Green, E. R. Myre, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone; William H. Clement, S. S. L'Hommedieu, John Brough, William Dennison, Jacob Blickinsderfer, of Ohio; William M. McPherson, R. W. Wells, Williard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison, and John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, and Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith, of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Selden Gale, Nehemiah Bushnell, and Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward R. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, and John T. Levis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Canfield, of Vermont; William S. Ladd, A. M. Berry, Benjamin F. Harding, of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Elihu L. Phillips, Walter D. McIndoe, T. B. Stoddard, E. A. Brodhead, A. H. Virgin, of Wisconsin; Charles Paine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swan, Chauncey Brooks, Edward Wilkins, of Maryland; Francis B. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McKusick, John R. Jones, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Werter R. Davis, Luther C. Challiss, Josiah Miller, of Kansas; Gilbert C. Monell and Augustus Kountz, T. M. Marquette, William H. Taylor, Alvin Saunders, of Nebraska; John Evans, of Colorado; together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the north margin of the valley of the Platte river, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with the all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, post paid, to their address, at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners shall act as inspectors of said election, and shall certify under their hands and names of the directors elected at said meeting, and the said commissioners, treasurer, and secretary shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the Government; any vacancy happening in the Government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules, and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate, and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties, and the conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to crrry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice president, and directors shall hold office for three years, and until their successors are duly elected and qualified, or for such less time as the by laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and for the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

Sec. 2. *And be it further enacted*, That the right of way through the public lands be and the same is hereby granted to said company for the construction of said railroad and telegraph line; and the right. power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road earth, stone, timber, and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, and depots, machine shops, switches, side tracks, turntables, and water stations. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

Sec. 3. *And be it further enacted*, That there be and is hereby granted to the said company, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached, at the time the line of said road is definitely fixed: *Provided*, That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and pre-emption, like other lands, at a price not exceeding one-dollar and twenty-five cents per acre, to be paid to said company.

Sec. 4. *And be it further enacted*, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipments, furniture, and all other appurtenances of a first-class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same, and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: *Provided, however*, That no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the President of said company, that such forty miles have been completed, in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

Sec. 5. *And be it further enacted*, That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually) which interest may be paid in United States Treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall ipso facto constitute a first mortgage on the whole line of railroad and telegraph, together with the rolling stock, fixtures, and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: *Provided*, This section shall not apply to that part of any road now constructed.

Sec. 6. *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit despatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any Department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly, or in part, in the same or other bonds, Treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall be annually applied to the payment thereof.

Sec. 7. *And be it further enacted*, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning, as herein provided, to the western boundary of Neveda Territory before the first day of July, one thousand eight hundred and seventy-four: *Provided*, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes, to be withdrawn from preemption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinforre granted to be surveyed and set off as fast as may be necessary for the purposes herein named: *Provided*, That in fixing the point of connexion of the main trunk with the eastern connexions, it shall be fixed at the most practical point for the construction of the Iowa and Missouri branches, as hereinafter provided.

Sec. 8. *And be it further enacted*, That the line of said railroad and telegraph herein named in Missouri, Kansas, and California, filing their assent to the provisions of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada Territory, whenever the same is required by said named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

Sec. 13. *And be it further enacted*, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph, via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles from the mouth of the Missouri river, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the Legislature of Kansas: *Provided*, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas Legislature, on the most direct and practical route west from St. Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

Sec. 14. *And be it further enacted*, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connexion with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for in two years after their assent to the conditions of this act, in the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed: *Provided*, That a failure on the part of said company to make said connexion in the time aforesaid, and to perform the obligation the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then, the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practical route to a point on, and so as to connect with the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

Sec. 15. *And be it further enacted*, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns, the same as if the words had been properly added thereto.

Sec. 16. *And be it further enacted*, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

Sec. 17. *And be it further enacted*, That in case said company or companies shall fail to comply with the terms and condition of this act, by not completing said telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair, and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies: *Provided*, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri river to the navigable waters of the Sacramento river, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited and be taken possession of by the United States: *Provided*, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain, there shall be reserved of each part and instalment twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road, or any part thereof, shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

Sec. 18. *And be it further enacted*, That whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting repairs and the furnishing, running, and managing of said road shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon if unresonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest, and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said companies named herein, add too, alter, amend, or repeal this act.

Sec. 19. *And be it further enacted*, That the several railroad companies herein named are authorized, to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri river and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfilment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

Sec. 20. *And be it further enacted*, That the corporation hereby created and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report wherein shall be set forth—

First. The names of the stockholders and their places of residence, so far as the same can be ascertained;

Second. The names and residences of the directors, and all other officers of the company;

Third. The amount of stock subscribed, and the amount thereof actually paid in;

Fourth. A description of the linch of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such surveys;

Fifth. The amount received for freight and passengers on the road;

Sixth. The amount received for freight thereon;

Seventh. A statement of the expense of said road and its fixtures;

Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

Approved, July 1, 1862.

[PUBLIC—No. 99.]

AN ACT changing the name of the American-built schooner "Curtis Mann," to that of "Supply."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the collector of the customs of the port of Detroit be and he is hereby authorized, under the direction of the Secretary of the Treasury, to issue a new register, license, or enrollment, to the American-built schooner "Curtis Mann," in the name of the "Supply," the same being owned by H. N. Strong.

Approved, July 1, 1862.

[PUBLIC—No. 100.]

AN ACT changing the name of the American-built schooner "Tom Dyer" to that of "Dolphin."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the collector of the customs of the port of Detroit be and he is hereby authorized, under the direction of the Secretary of the Treasury, to issue a new register, license, or enrollment, to the American built schooner "Tom Dyer," in the name of the "Dolphin," the same being owned by H. N. Strong.

Approved, July 1, 1862.

[PUBLIC—No. 101.]

AN ACT to provide for the appointment of an Indian Agent in Colorado Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be and is hereby authorized to appoint, by and with the advice and consent of the Senate, or during the recess thereof and until the end of its next session after such appointment, an agent for the Grand River and Wintah bands of Indians, in the Territory of Colorado, at a salary of fifteen hundred dollars per annum.

Approved, July 1, 1862.

[PUBLIC—No. 102.]

AN ACT for the relief of William B. Dodd and others.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be and he is hereby directed to pay out of the appropriation to complete the road from Mendora to the big Sioux river, contained in the act approved March third, eighteen hundred and fifty-five, entitled "An act making appropriations for the support of the army for the year ending the thirtieth of June, eighteen hundred and fifty-six, and for other purposes," into the hands of Horace Austin, of Saint Peter, Minnesota, who is hereby appointed a commissioner to dispose of the same, the sum of three thousand two hundred and seventy dollars, the same having been estimated for in said appropriation, and being for completing a part of said road, to be paid out by him as follows, to wit: The said commissioner shall give notice to all persons having claims against William B. Dodd for labor or materials furnished in the construction of said road, by publication in a newspaper of general circulation in the neighborhood where said road is situated, for ninety days, and by posting written or printed notices in three public places in each county through which said road passes, to present and prove their claims within ninety days aforesaid; and all such claims, so presented and proved within the time limited, he shall pay to the parties respectively, and the residue, after the liquidation of such claims, and the payment of the expenses of this commission, he shall pay to the said Wm. B. Dodd.

Approved, July 1, 1862.

LATE TELEGRAPHIC NEWS.

[FROM OUR EVENING EDITION.]

APPALLING DISASTER!

THE STEAMSHIP GOLDEN GATE BURNED!

180 LIVES LOST!

$1,284,000 IN TREASURE SUNK!

NEW YORK, Aug. 7.—The steamer Golden Gate, which left San Francisco July 21, for Panama, with two hundred and thirty passengers and $1,014,000 for New York, and $270,000 for England, was burnt at sea, July 27th, and one hundred and eighty lives lost. All the treasure was also lost.

From the Western Department--Gen. Nelson at M'Minnville--Gen. Negley at Columbia--Guerrillas Dispersed, etc.

NASHVILLE, Aug. 5.—Gen. Nelson occupied McMinnville on Sunday, with 6,000 troops. The rebel Forrest fled on his approach, leaving 40 stragglers to fall into our hands. The rebel Morgan was not there. Forrest is supposed to be at Sparta with 2,000 cavalry.

Transportation between Cowanborough and McMinnville is open for Unionists. A telegraph line is being erected between the two points.

Gen. Negley arrived at Columbia yesterday. A. O. P. Nicholson, Judge Martin and brother, and Gen. Branch have been sent south.

Gen. Negley dispersed a large concentration of guerrillas at Williamsport, 12 miles from Columbia, on Sunday evening, capturing a number.

Capt. Julian, of the Tennessee troops, put to flight a gang of guerrillas near Bigbyville, a few miles from Columbia.

Guerrillas near Columbia have been attempting to concentrate for some time. The utmost vigilance is required to prevent their concentration.

Liberty is occupied by United States troops.

Cotton has been burned in considerable quantities near Columbia.

Morgan is supposed to be at Knoxville.

New Regiments from Massachusetts.

BOSTON, August 7.—The Governor has authorized the organization of a new Boston regiment for the war, to be composed of ten companies of infantry, two of rifles and a battery of artillery. Lieut. Col. Hallecher, of the 13th Massachusetts, will be made Colonel of the new regiment. The Governor suggests that it be mainly officered by soldiers now in the field.

The second battalion of infantry, the Boston Tigers, are to be increased to a regiment for nine months service, and Major C. L. Holbrook to be Colonel.

A general desire is expressed that the whole militia of Massachusetts should be organized, armed and equipped, and held in readiness for the call of the Government.

Blair County Volunteers.

HOLLIDAYSBURG, Aug. 7.—Six full companies will be in Harrisburg by Saturday evening, from Blair county. They average from 85 to 115 men each, and are commanded by Capts. McKeage, Stink, Gardiner, Bell, McGraw and Hayette. The seventh company will be ready by the 15th.

Com. Davis and Gen. Curtis.

CAIRO, Ill., Aug. 6.—Commodore Davis and Gen. Curtis are here, to consult with the Departments at Washington in regard to future movements of the army of the South-west and the Mississippi flotilla. In future there will be concert of action between them.

The Arabia's Mails.

BOSTON, Aug. 8.—The steamship Arabia, from Liverpool, via Halifax, arrived at this port at daylight this morning. Her mails were dispatched by the morning train, and will be due in Philadelphia to-night.

DIRECT NEWS FROM RICHMOND.

The New York *Evening Post*, of yesterday, makes the following important statement:

We said the other day that we believed the rumors as to the rebel strength at Richmond to be great exaggerations. Our opinion was founded upon the statistics of the fighting population of the States in rebellion. But since that article was written we have received information from a source which we are not permitted to disclose, *but which we know to be authentic and worthy of trust*, confirming these speculative conclusions of our own. The rebel army has at no time, since the beginning of the war, exceeded the number of three hundred and fifty thousand effective men, all told, and including every force between the Potomac and the Rio Grande. This statement, we have reason to believe, was originally derived from the documents of the Confederate War Department.

As to the forces in and about Richmond, we learn from the same authority that they reach at the highest point about one hundred and twenty thousand men. Of these there were but ninety thousand on the Peninsula, who were disposed for the repulse of McClellan's army during the fierce conflicts of the ever memorable seven days. They were not employed at once, nor upon the main body of our army, but about sixty thousand of them were precipitated from time to time upon the flanks and exposed points. In this way they were enabled to do immense damage, and to drive back our poor fellows with apparently overwhelming numbers. It was admirable generalship on the part of their leaders, and won them corresponding advantages.

But they did not assail us with impunity; their own losses were enormous, and the authority on which we rely states their killed and wounded at no less a figure than 28,000. Richmond, ever since the conflict, has been one vast hospital. Churches, hotels, private houses and stores are all used for the accommodation of the sick, and there are neither doctors, nurses nor medicines enough for their use. The illuminations which followed the victories were themselves speedily followed by consternation and sorrow. Many regiments were found so completely cut up, losing all their officers in some cases, that they could not be recognized. There was, at the same time, a great deficiency of food, and the army was not at all in a condition to take advantage of its successes.

Another authority, *no less direct and credible* than the one we have thus far used, informs us that the one great fear of the rebel leaders is that the threats of the northern people to interfere with the slaves will be carried into effect. The very thought fills them with apprehension, and they do not conceal from themselves the truth, that in the event of such a resort the rebellion will be easily crushed. Some few speak with a reckless bravado of air of indifference, but the more considerate know what the result would be, and they would sooner hear of our raising an army of half a million of men than of our declaring the slaves emancipated. As a preventive of the possible influence of this upon the slaves, they are filling their heads with the most preposterous stories of Yankee cruelty and hatred, and even invent tales of the soldiers rising upon the contrabands to bayonet them in cold blood.

STEAMBOATS.

REGULAR WHEELING PACKET.—The fine light draught steamer SCIENCE, Capt. Sutelmann, will leave for WHEELING every MONDAY, WEDNESDAY and FRIDAY, at 11 o'clock a. m., making close connections with the regular packets for Parkersburg and Cincinnati. Returning, leaves WHEELING every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock. Passengers receipted through to Cincinnati. For freight or passage apply on board, or to JAS. COLLINS & CO., Agents, 114 Water street.

ALLEGHENY RIVER PACKETS.

The ECONOMY, Capt. Armstrong, will receive freight for Oil City THIS DAY.

R. J. COYLE, Agent.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

[*Reported specially for the Pittsburgh Gazette.*]

THURSDAY, August 7.—The general market remains quiet with but few changes to notice. Flour is firm at the advance, with a fair demand and a light stock in market. There is an improved inquiry for provisions and a slight advance has been established. Grocaries are less active notwithstanding which prices are firm and fully maintained. Other articles remain unchanged.

FLOUR—continues steady with fair demand and prices are firm with an upward tendency. Sale of 40 bbls Extra Family at $3@3,05; 50 do do $3@3,20 and 130 do at $4,60 for Extra and $5,25 for Extra Family.

GROCERIES—rather quiet. Prices however are firm and fully maintained. Sugar is selling at 10 to 11c. Coffee 22½ to 23½c and Molasses 53 to 55c.

BACON—There is a better feeling in the bacon market, and the demand is improving and prices are advancing. Sales of 2000 lbs shoulders at 4c; 1000 do do at 4¼c; 5000 at 4@4½; 2000 lbs plain hams at 7½c; 2 tcs plain canvassed at 8; and 9 tcs sugar cured at 10.

WHISKY—unchanged; sale of 30 bbls common at 30c 10 do do at 30c and 15 do do at 31c.

CHEESE—steady with sales of 25 boxes prime W. R. at 7c and 20 boxes Hamburg at 7½c.

SALT—in good inquiry and firm; sale of 500 bbls No 1 extra from store $1,75c.

REFINED OIL—sale of 30 bbls No. 1 at 25½ per gallon.

DRIED BEEF—Sale of 5 tcs prime sugar cured at 11c.

BUTTER—Sale of 15 kegs packed at 8c per pound.

Allegheny Live Stock Market

THURSDAY, August 7.—As was anticipated this has been the dullest market of the season, with a large amount of stock in the yards, and no demand but the local trade, which is very small at present, and the extremely warm weather, all tended to make the market drag slowly and drovers could not sell, only to take the ruinous prices which under the advantage, the butchers saw fit to give. Many sold at very low figures rather than go farther and risk no better markets. Much of the stock on sale was very inferior, and if sold low, was sold for all it was worth if it paid expenses.

There was a good demand for good shipping hogs such as would weigh 200 and upwards, but western man must not place too much confidence in this little rise, for we fear that when the distilleries open and their large stock comes in, prices will rule lower than ever.

Sheep of good retailing qualities are scarce, and that class would sell readily at 3 to 3½ cents per pound, but those in market this week we think the veriest scalawags that were ever taken to a mutton market.

There was about 900 cattle shipped from the different yards for the Eastern markets, as it was impossible to find purchasers here at any price, nor will there be any demand here more than the local trade until Government contractors are more willing to buy than at present, they having some 8000 more cattle now on hand than are needed. Below will be found a report of the stock sold at the different yards.

Whole amount of cattle sold at the different yards 710.

UNION YARDS.

E. Barrop sold 22 head of small cows and heifers, at 2½@2¾.

C. Thayer 21 steers and heifers, small Ohio stock such as every good farmer should keep at home for the next year at 2½@3½.

O. T. Truesdale 26 light stock cattle at 2@3¼.

G. Crum 20 head rough steers and oxen at 2¼@3.

A Castarline 22 cows 3 heifers western Reserve stock at $15 to $23 per head.

E. Davis 20 head at 2@3½; also 20 pair steers shipped East, held at 3 cents.

J. Horner 30 head, Butler County, stock, sold from 2¼@3½.

Jos. Myers & Bros., sold 64 fair Illinois steers, for Hymen, at 2¾@3¼; also 40 head on their own account 2½@3¼; also 30 head of stock cattle, weighing about 900, at 2½ to 2,60.

H. A. Herrick sold 22 fair Ohio cattle for S. Jones at 2¾@3¼; also 20 thin rough stock cattle for J. M. Funk, at 2½@2¾; also 20 head rough steers and oxen for D. P. Clark, at 2½ to 3 and 15 head on one account, country fair small steers at 2¼@3 cents.

J. B. Huff sold 20 head steers and oxen for J. Hanson at 2¼@2¾.

MORGAN YARDS.

B. Frances 19 fair Butler County stock sold from 2½ to 3 cents.

Sam McFadden 29 good Ohio small steers at 2¾.

Wm. Orim 19 cattle sold at 2¼@3¼ for fair Ohio stock.

W. Carr 15 scalawags sold to Creuse & Good at $14 per head.

Marks & Traurman 60 head of fair Illinois steers 30 sold at 2¾ to 3½; also 20 stock cattle at 2½.

Creuse & Good 37 head of rough Illinois steers and oxen; 40 sold at 2½ to 2¾.

J. Long sold 36 good Iowa steers weighed 1150 at $33 per head; also 18 weighing 900 lbs steers at 2¾.

SHEEP.

W. A. Taylor, 69 head hard sheep, at $1,50@ 2,75.

Wm. B. Aver 200 head sheep at $2,75 per head.

HOGS.

W. Vane, 81 hogs, $3,44 per cwt gross.

J. Orr, 100 do do $3,35 do do.

W. A. Malvin, 165, do do $3,35 do do.

B. H. Burnett, 230, do do $3,55 do do.

New York Cattle Market.

NEW YORK, August 5.—The current prices for the week are as follows; Beef cattle, first quality, $7,75@8,50; ordinary, $7,25@7,75; common, $6,50@7,50; inferior, $6@6,75. Sheep and lambs, per head—prime, $4,50@5; ordinary, $4,25@5; common, $3@3,75; inferior, $2@3. Corn-fed hogs, $4@4,25; stall-fed, $3,50@3,55. The market for beef cattle is much the same as last week, though some of the dealers report a slight reduction in prices. A few sold at less than $6,50, and a few brought over $8—a few sold at $8,25@8,50; however, the number of cattle on sale was rather in excess of the wants of the trade, but the cattle were nearly all sold before our reporter left. The cattle which were sold of a good quality sold at over $7,50@7,75. The total receipts of all stock at all the yards for last week were as follows: Beeves, 742; cows, 65; calves, 347; sheep and lambs, 9,472; swine, 21,294.

CANDIDATES.

CONGRESS.—JOSIAH COPLEY, of Allegheny City, (formerly of Armstrong Co., and now the Republican nominee of that county,) will be a candidate for Congress for the 23d District, composed of the counties of Armstrong, Butler and that portion of Allegheny lying west of the Allegheny and north of the Ohio rivers, before the Convention of Delegates from that part of Allegheny county. ap9:tc

DISTRICT ATTORNEY.—W. M. MOREDY will be a candidate for nomination to the office of District Attorney, subject to the decision of the Republican County Convention. ap9:tc

DISTRICT ATTORNEY.—ALEX. M. WATSON, of Allegheny city, will be a candidate for nomination to the above office, in the Convention to be called by the Republican Executive Committee. mh8:tc

DISTRICT ATTORNEY.—The undersigned will be a candidate for the above office before the Republican Nominating Convention. MARSHALL SCHWARTZWELDER. mh1:tc

DISTRICT ATTORNEY.—JNO. M. KI