

The Indian Commissioner reports to the Secretary of the Interior that no Indian disturbance has occurred in California during the past year. The system of colonizing the Indians on reservations located so as not to interfere with the progress of the white settlements, has thus far been attended with happy results, in withdrawing the Indians from the injurious contact with the mining and agricultural population, from which the painful collisions and disturbances that have heretofore occurred arose. While its tendency is to satisfy the whites that they will hereafter be secured from molestation and annoyance by the Indian population, it gives promise of disposing of the latter in a manner to admit of its being held under proper control, and gradually improved and civilized. One reservation has been established at the Tejon Pass, to which about seven hundred Indians have been removed, and a considerable quantity of land put in cultivation. There are numbers of other Indians ready and anxious to take up their residence upon this reservation, who will be removed there as soon as arrangements can be properly and economically made for their support and employment. The result thus far encourages the belief that the Indians of California can be made a peaceful and self-sustaining people, and it is hoped eventually a useful population. They are easily controlled, manifest much interest in the system and arrangement for colonizing and giving them employment, and have with readiness devoted themselves to the agricultural and other occupations assigned them. The Superintendent reports that the system has been so successfully organized and developed on the Tejon reservation, that there will be no necessity for any material expenditures there after the present year. A second reservation has been selected some six hundred miles further north, for the Indians in that region, and to which they will be removed with all practicable dispatch. These two reserves will, it is expected, accommodate and dispose of all the Indians in and about the present mining and agricultural districts, so that time and care can be taken in the establishment of the third and last reservation.

**VERDICTS AGAINST THE CITY OF LOWELL.**—In the Supreme Judicial Court of Massachusetts, at the recent term in Cambridge, Smith and wife have been awarded damages in the sum of \$3300 against the city of Lowell, for injuries sustained by Mrs. Smith, by stepping into a hole in George street. The defence was that George street was not a public street, and had not been accepted by the city. The Court ruled that if the street was originally laid out with the intention of dedicating it to the public use, and it had been so used for a long space of time, and the city had not closed it up or otherwise given public notice that it was a private street, that there was an implied acceptance of it as a public street, and the city was bound to keep it in repair. The case will go to the full Court upon this question of law.

In the case of John Lynch vs. the city of Lowell, a verdict was rendered for \$2000 damages. Mr. Lynch lost an eye by coming in contact with a pile of boards and rubbish which had for a long time remained in Fenwick street.

**LIEUT. BERRY**, who was lately tried before two protracted Courts Martial in England, wrote a short time since from Paris to the treasurer of his "defence fund," in London, drawing for the entire amount, and saying that he had been advised by an American gentleman to invest it in the Texan Railroad with the Galveston, Houston and Henderson Company. The draft was not cashed; and owing to some remarks thereon in the *London Times*, Mr. N. Micad, agent of the company, has written a sharp letter to the editor. Mr. Mason and Mr. Mackay, Minister and Vice Consul of the United States in Paris, figure officially in the correspondence.

**THE SOUTHERNER.**—We learn that the steamer *Southerner* was insured in New York to the amount of \$25,000. She was thoroughly examined by the agents of the underwriters, with the view of obtaining insurance upon her, and pronounced a "safe risk." That she should become unseaworthy, after thumping upon Columbia Bar, in a gale of wind, is not at all surprising, and would have resulted to any vessel in the world.