

that time paid for, shall be forfeited to the United States.

The right of way, to the width of 400 feet, through the public lands, is proposed to be granted.

Further, six sections of land per mile is proposed to be granted to the following roads, under the restriction that any amount heretofore granted to States where they are located, for their use and benefit, shall be deducted therefrom, viz.:

South Western Branch Pacific Railroad; Iron Mountain Railroad; Cairo and Fulton Railroad; Memphis and Little Rock Railroad; Mississippi, Red River and Washita Railroad; Vicksburg and Shreveport Railroad; New-Orleans, Opelousas and Great Western Railroad; connecting with the first-named route.

Pacific Railroad; Hannibal and St. Joseph Railroad; Burlington, Keosauqua and Missouri Railroad; Philadelphia, Fort Wayne and Platt Valley Railroad; Mississippi and Missouri Railroad; Iowa Central Air Line Railroad; Dubuque and Pacific Railroad; North Iowa, Minnesota and Nebraska Railroad; connecting with the second-named route.

Transit Railroad and North Iowa, Minnesota and Nebraska Railroad connecting with the third named route.

Each of these grants is under the proviso that fifty miles of road must be completed within three years from the passage of this act, and the balance within five years thereafter; the United States Mails shall be carried at the usual price for such service.

Further provision makes it the duty of companies named to construct their roads, &c., in a good, substantial manner, with uniform gauge.

All the property of said companies in the Territories is to be exempt from taxation, as long as they remain Territories. None of the companies shall construct their roads through the lands of any Indian tribes without the consent of said tribes.

They must sell and convey half the lands granted, within five years, and the balance within ten years from the issuing of the patent from the United States, and all lands not sold at the expiration of ten years, shall be forfeited to the United States.

FROM WASHINGTON.

Special Messenger from Kansas—Remonstrance Against the Admission of Whitfield—Reopening of the Case, &c.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Friday, Dec. 12.

A Special Messenger from Kansas has arrived here, with a memorial, numerously signed, remonstrating against the admission of WHITFIELD.

The Messenger reports all quiet in the Territory. The land sales were proceeding satisfactorily to the squatters. Col. TITTS' troops had been disbanded, and the Col. had left Leocompton for Leavenworth, on his way to Nicaragua.

The Whitfield case will probably be reopened soon in the ordinary form of a contested election. The memorial from Kansas on the subject very earnestly protests against the admission of WHITFIELD as the Delegate, upon the distinct ground that he is neither the choice of the people nor legally chosen.

It turns out upon investigation, that the election under which he claims to have been chosen Delegate, and by virtue of which Governor GEARY gave him the certificate, was held without authority or form of law, either valid or invalid; in other words, that there was no law, either Federal or Territorial, under which the Governor was authorized to call the special election.

Under these circumstances the proclamation for the election was a mere voluntary act, of no vitality, and the election itself is claimed to have no more authority than would have been possessed by an ordinary town meeting. If this is maintained, of course WHITFIELD must stand before Congress in the precise attitude which REEDER occupied last session,—claiming admission as the Representative of the people of the Territory, although not chosen under due form of law. REEDER's claim on that ground was rejected last year, and, of course, no honest man who voted against him then can vote to sustain WHITFIELD now.

If the case is presented to the House again in this new aspect, it is reasonable to expect that a number of those who voted to sustain WHITFIELD the other day on the primary question of his admission, pending the contest over his seat, will vote against his right to retain it, after due investigation has been had.

The President is awaiting the arrival of Senator MALLORY, Chairman of the Naval Committee, ere he sends to the Senate the nominations to fill the vacancies in the Navy. S.

A New Pacific Railroad Bill.

It is understood that another Pacific Railroad bill is about to be introduced in the House. It is on a magnificent scale, and is entitled "A bill to provide for the construction of Railroads and Telegraph communications from the Mississippi river and Lake Superior to the Pacific Ocean."

Three main roads are projected, viz.:—One from a point on the Mississippi river, South of lat. 36° to San Francisco, with a branch to San Diego;—another from some point on the Missouri river, North of latitude 49°, and south of lat. 43°, to San Francisco, with a branch to Marysville, Sacramento, Stockton, and San Jose;—and the third from some point on Lake Superior to Puget's Sound, with a branch to the mouth of the Willamette river.

To each of these routes, the bill proposes to grant thirty sections of land for each mile of railroad, the land to be selected by the parties named in the bill, from the nearest unappropriated vacant lands of the United States, which shall be withdrawn from sale, or entry, or preemption; and if required shall be surveyed under the direction of the Secretary of the Interior; provided the parties named in the bill shall not be compelled to take any waste lands, and shall pay to the United States, twenty-five cents per acre; provided also that no title shall vest in them, any faster than the roads are extended to completion.

Further, they shall deposit with the Secretary of the Interior, within six months after the passage of this act \$200,000 in good United States or State securities, as a guarantee.

One hundred miles of each road must be completed within eighteen months from the time of the establishment of the routes. When said hundred miles are ready for the track, the Secretary of the Interior shall allow the parties named the use of said \$200,000 to purchase iron therefor, and in lieu thereof take a first mortgage bond on the road for that amount to be held until the entire line is completed.

Under the bill the United States agree to pay \$300 per mile for the transportation of the mails until the completion of the road, and for ten years thereafter. Also, for transporting troops, ammunitions of war, such reasonable sum as the President and Secretary of War may determine.

If the parties fail to build the line within ten years from the date of the location, all right to land not a