

## BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

CHICAGO, 24.—The *Tribune* has [the following: The indications are that another war on Nebraska, Colorado and Utah will break out before many days have elapsed. The pools and agreements on that business now in existence will terminate February 1st, if any of the roads give notice of withdrawal before the 1st of January. None of the roads have yet given the required notice of withdrawal, but it is understood that such notices will be forthcoming in due time, as nearly all the roads interested in that business were dissatisfied with their percentages. On Nebraska business, excepting ranch cattle, no pool now exists, and it is understood that rates are not now maintained. On business between Council Bluffs and Chicago it is claimed that rates are being seriously cut, and if this trouble is not soon adjusted it is quite likely to seriously affect rates from other Missouri River points. The great obstacle in the way of a settlement of these troubles is the dissension that exists between the lines forming the Western Trunk association. So long as the tripartite complications are not adjusted, no permanent agreement for the maintenance of Council Bluffs and Nebraska rates can be made. At present the Northwestern is not recognized as one of the tripartite roads by the lines forming the Western Trunk Line Association, and consequently the Rock Island, Milwaukee and St. Paul, and Wabash issue separate tariffs in connection with the Union Pacific, and the Northwestern also issues tariffs in connection with the Union Pacific. This shows that the Union Pacific is not very anxious to carry out the tripartite agreement, but is trying to maintain amicable relations with all its connections, including the Chicago, Burlington and Quincy. As matters now stand, there are but two ways in which the troubles regarding western rates can be adjusted; either the Western Trunk Line Association has to be abandoned and a general pool formed, which is not likely to be done, as the Rock Island and the Milwaukee and St. Paul roads are determined to enforce the tripartite contract; or the roads in the Western Trunk Line Association must permit the tripartite contract to be taken into consideration in the formation of new pools for the maintenance of Council Bluffs and Nebraska rates, and this the Burlington road refuses to do.

The *Times* prints the following: The following paragraph appeared in the New York *Tribune* on Saturday: "The trunk line executive committee held a short session yesterday, devoted to the consideration of route business. The request of the trans-continental association for the continuance of the present agreement to January 31, 1885, was not considered, as later advice received from Chicago, proposed another conference on the disputed question, over which the trunk lines and association are at variance. A conference will be held next Monday or Tuesday." It was impossible yesterday to find any Chicago officials who had been advised of another conference regarding California business. It is the general belief, however, that the Central Pacific people, who own the Sunset route, made such a proposition to the trunk line joint executive committee, and are probably now in New York for the purpose of further consultation with the trunk lines. All that is required to arrange existing troubles is an understanding between the Sunset route and the trunk lines. East and west lines between New York and San Francisco, except Central Pacific, are united in the demand that the Sunset route pool its California business. No advice of the conference in New York either yesterday or Monday, have been received.

St. Louis, 24.—The grievance committee of the Brotherhood of Locomotive Engineers, who have been in secret session here for several days, have waited upon Colonel Hoxie, third vice-president of the Gould system, to know the intention of the roads in regard to reducing wages. It is understood that the Gould system wishes passenger train engineers to lay off certain trips and permit freight engineers to take their places, so the latter, whose pay has fallen off considerably under the depression of business, may earn better wages. This suggestion has caused trouble. Chief Engineer Arthur will arrive here to-night from Cleveland, his presence being necessary to solve the difficulty. The railroad authorities say there will be no strike, but the engineers say one is very probable, as they claim that their wages are to be reduced January 1st.

WASHINGTON, 24.—The *National Republican* will print to-morrow extracts from the diary of Lieut. Lockwood of the Greely Arctic colony, describing the manner in which the starving party spent their last Christmas at Cape Sabine in the Arctic region. Lieut. Lockwood kept a diary in short hand which has been transcribed by a member of his family, and he appears to have made a full record of everything of importance which happened in the daily life of the party. The extracts which the *Republican* will print relate how, as Christmas drew near, officers and men joined in talks of home and planned grand feasts for the time when they should reach the civilized world, and how they made preparations for the feast on the approaching Christmas by setting apart small portions

of their daily rations. On December 21st, Lockwood writes: "By a great effort I was able to save one ounce of my bread and almost two ounces of butter for Christmas. I shall make a vigorous effort to abstain from eating it before then." He adds that he put it in charge of Binderbeck, as an additional safeguard. On Dec. 22nd he wrote: "We look forward to to-morrow and Christmas, and I offered to give any one a roast turkey on reaching home for a single dog biscuit now, but no takers." He says on the next day: "I saved nearly all my hard bread for Christmas, though I need it sorely," and that to make the Christmas dinner grander, he made a tremendous effort and went without his rum, in order to have it left for Christmas to add with the punch.

On Christmas evening he added to his scanty savings for the next days feast half his bread and his piece of lemon, and he wrote in his book—"to-night is Christmas Eve, and my thoughts were turned towards home. God preserve me to see this day next year and enjoy it at home with those I love. To-morrow it is to be pretty much a repetition of thanksgiving. I have saved up my rum and bread. I think of my children at home, the Christmas to-night, and the toys, etc., but my fingers are too cold to write any more. I picture to myself my dear father and mother, sisters, Harry, my niece, and brothers-in-law—all sitting around the table to-morrow. Turkey and mince pies are strewn on the table. Many thoughts are turned towards me and where I am at this moment."

The entry for Christmas day is as follows:

"December 25.—Barometer 29.93, thermometer 27.5. Christmas. We have all been talking and waiting anxiously for the hour, and now it is here, and now (5 p.m.) nearly gone. Our breakfast consisted of a thin soup of peas and carrots, with a little blubber and some spoonfuls of potatoes. This we had at 6 o'clock. At 1 p.m. Long lighted up for the event of the day—dinner! Dinner consisted of a fine rich stew of all seal meat, peas, onions, a little blubber, potatoes and bread crumbs. After this we had, in the course of an hour or so, a fine, nice stew with raisins and a little blubber and milk. These were pretty much as Thanksgiving, but the cooks made a great deal on that day, and the meals seemed better. The cooks are now preparing some fine chocolate, and that will be followed by a punch of one gill of rum to each man. The party have been in fine spirits to-day. Cheers were given after breakfast for Lieut. Greely, Corporal Ellison, Rich and the two cooks. It was agreed that we would give each of the two Esquimaux fifty cents from each member of the expedition, to be kept for next Christmas. Kisslingbury was kind enough to make for each of the party a cigarette. Many of us are now out of tobacco entirely.

On the day after Christmas he writes as follows: "Yesterday has passed, but I find my notes of yesterday very imperfect."

SAN ANTONIO, 24.—Yesterday evening, as the east-bound passenger train on the Southern Pacific was nearing the bridge crossing Pecos river, a number of torpedoes were exploded on the track, causing the engineer to stop the train, whereupon six cowboys boarded the train with drawn revolvers and compelled the conductor to stop at Langtry, the next small station. At Langtry, 20 more cowboys boarded and took possession of the train. They were all more or less under the influence of liquor, and amused themselves by shooting out all the window lights and lamps, and terrorizing the passengers generally. As the train passed by some of the small stations the cowboys would shove their heads out of the broken windows and shout and yell. A passing freight train was saluted in the same manner. Several hundred shots were fired. The roofs of the cars were riddled. They robbed the train boy of his stock of peanuts and candies, but so far as known, nobody was shot. Judge Falon, United States District Attorney Evans and Sheriff White were among the passengers, but thought it best not to make their identity known. The gang left the train at Uvalde, after riding over 60 miles.

CLEVELAND, 24.—The *Iron Trade Review* will publish Saturday responses received from a large number of manufacturers of machinery and other branches of the iron trade in New York, Pennsylvania, Ohio, Connecticut and other States. In regard to the past year's business, 11 firms report it better than in 1883; 24 found it substantially the same; 5 experienced a good trade during the first half of the year and dullness the remaining six months, and 14 say they had a worse business year than in 1883; 36 have run continuously during the year; 9 over time; 11 nearly full; 12 say they have received about the same prices as in 1883, and the remainder report lower prices, ranging from 5 to 30 percent. below those of 1883. Concerning the general iron business in their respective cities, nearly all report it dull, or upon reduced time during the year. As to the outlook, there is a gratifying majority on the favorable side. Only 10 think the prospect bad; 14 are undecided, but hopeful for the best, and 13 think the business situation growing promising, some believing the upturn has already begun, and none putting it further off than April.

CINCINNATI, 24.—The Masonic Temple, a large building fronting on Third Street, was partially burned this morning.

The Temple is the property of the Nova Casarea Lodge of Masons; was built at a cost of \$200,000, and is insured for \$125,000, much more than enough to cover the loss on the building. The principal item of loss is that of the Scottish Rite, whose property was on the third and fourth floors. Their loss is estimated at \$50,000 to \$75,000. E. T. Carson's Masonic library, worth \$10,000, and containing many works impossible to replace, was wholly lost, but was insured. The losses to other lodges are not so heavy.

WASHINGTON, 24.—The House with only fifty members present, adopted the Senate amendment, which provides that a recess shall begin to-day (Wednesday) and last until January 5th, and then adjourned until Jan. 5th.

The Senate, after a short executive session, also adjourned to the same date.

The members of the committee on rivers and harbors, who will remain here during recess, have been authorized to continue consideration of the appropriation bill for the rivers and harbors, so it may be reported to the House as soon after the reassembling of Congress as possible. It is expected that the bill will be completed by January 12th, and that the appropriation will amount to about \$10,000,000.

W. H. L. Barnes, leading counsel for ex-Senator Sharon in the Sharon divorce case, says of Judge Sullivan's decision: "It is an entire surprise to the profession, both as to law and to facts. The judgment, if it stands, will not be a serious pecuniary injury to Sharon. I don't think he has \$10,000 worth of property which could be made subject to the decision. Mr. Sharon is greatly annoyed by the present decision, but has not the slightest ideas of submission, and of course will appeal, and we are confident of reversing the decision. The suit brought by Sharon in the United States Circuit Court to have the marriage contract declared invalid will be prosecuted."

Plaintiff's counsel in the Sharon divorce case will make application for counsels' fees and \$3,000 per month alimony for the 14 months since the beginning of the case.

PORTLAND, Oregon, 25.—From the present outlook, the blockade on the Northern Pacific will not be broken until Saturday, and then only providing no new snow falls. Between Wallula Junction and St. Paul trains are running nearly on time. A large number of passengers are detained at Wallula. No mails have been received from the East since the 15th inst. Losses on stock ranges are believed to be heavy. No particulars, owing to lack of telegraphic communication with stock regions.

CHICAGO, 25.—The Hermes Bicycle Club gave a series of amateur races at various distances in the Exposition buildings this afternoon. The track is seven laps to the mile. The racing was the best yet seen here. In connection with the day's sport was a race for the professional championship of the United States of 15 miles for \$100 aside between J. S. Prince, champion of America and Wm. Woodside, champion of Ireland. The race was contested every inch of the way, neither participant allowing his opponent to secure a decided lead at any point and they were going at each other throughout the race. On the last lap Prince took the lead and won by six feet, time 52 minutes 9/4 seconds. Woodside's time was a quarter of a second slower.

CHICAGO, 25.—Local telegraph circles are agitated by reports of the formation of a new and powerful telegraph syndicate, which it is reported will enter during the early part of the new year actively into opposition to the Western Union. The John W. Mackey Postal Co., Robt. Garnett, of the Baltimore & Ohio, James Gordon Bennett and the bondholders of the Bankers and Merchants Co., are said to be the moving spirits in the enterprise. These combined interests will include over 200,000 miles of wires now in operation, representing a plant valued at about \$30,000,000, which, by the addition of some new working capital and stock watering process known to the organizers of syndicates, will swell the nominal capital of the organization to \$60,000,000.

Col. Clowry of the Western Union, was seen regarding the reported organization of the syndicate. He thought it was much easier to organize syndicates on paper than to procure business for competing lines. Even if such a combination should be perfected it would not effect any sudden reduction in Western rates. The policy of the Western Union had been the gradual reduction of rates as the earnings of the company increased.

DES MOINES, Iowa, 26.—Last night a train on the Des Moines and Southern railway was late, and did not arrive at Panama until 8:30. W. C. Harvey, United States express agent at that point, received a package of \$2,000 consigned to the bank at Panama. He placed the money in an outside coat pocket and started to deliver it. He stopped at his boarding house and visited an outhouse. In a moment a man grabbed him by the throat and attempted to take the money. Harvey threw up his left arm for protection, when the robber shot, shattering the arm just below the shoulder, grabbed the money and escaped. A crowd soon gathered, but up to last advice he had not been captured.

MONTREAL, 26.—General Manager Van Horne of the Canadian Pacific Railroad, says arrangements for the Lachine bridge are not far enough advanced to talk of a contract. Funds are wanting for this and other parts of the Canada Pacific, and until the bonds

of the Ontario and Quebec Railway are floated there is no hope for the Lachine bridge or lap line from Smith's Falls to Montreal.

NEW ORLEANS, 26.—The *Picayune*, in a doubled-leader, speaking of American policy and the Nicaraguan treaty, says: The country is ripe for an entirely new departure—one worthy of a great nation, and one that will stamp itself upon the history of North America. We must adopt a policy of acquisition and territorial aggrandisement to southward. It need not be accomplished by armed invasion or inaugurated in blood.

The Nicaraguan treaty is an opening wedge. Let us drive that home, and by investing a hundred millions in the ship canal there secure the country and American enterprise will soon annex the whole of Central America from that base line. Sectional discord has happily ceased. The South is primarily and deeply interested in favoring this tendency to enterprise and the march of empire southward, and her statesmen by at once championing a bold and brilliant policy in that direction will open up a new era for the entire country, and map out a safe and short road to prosperity and continued national growth, and thus insure tranquility at home and add to the glory of our great republic."

Washington, 26.—The following self-explanatory letter in regard to the Spanish treaty, written by Secretary Frelinghuysen, was sent this afternoon to the chairman of the Senate committee on foreign relations:

DEPARTMENT OF STATE,

Washington, Dec. 26th.

Hon. John F. Miller, Chairman of the Senate Committee on Foreign Relations:

Sir:—I have received your letter asking whether there are any political considerations important to this country relating to the treaty between the United States and Spain as to Cuba and Porto Rico, and also inquiring of me whether I have any suggestions to make in answer to the objections to the treaty which you assume I have noticed. Notification of this convention was undertaken pursuant to a policy which had already received the sanction of Congress, manifested by appropriations originating in the House for commissions to negotiate a commercial convention with Mexico and for a commission to Central and South America to ascertain means of fostering more intimate relations of amity and commerce with them. The same policy had obtained approval in the Senate by its ratification of the convention with Mexico. The convention now before you, in its political aspect, is of importance. Some have thought there is a disposition in the United States looking to the annexation of Cuba. Such action would be unwise, for reasons which are apparent to your committee; for, even could it be accomplished by general consent, our institutions would be endangered by this beginning of a colonial system, or by an incorporation into our body politic of a large population not in entire sympathy with our Government, aims and methods. The treaty removes the causes of complaint as to the treatment of our citizens and their property in Cuba and Porto Rico, which have heretofore led to serious discussion between the two governments; and, by bringing the islands into close commercial connection with the United States, confers upon us and upon them all the benefits which would result from annexation, were that possible. The convention with Spain is of a series of international engagements following the reciprocity treaty with Mexico. It opens the markets of Cuba and Porto Rico to our products. The treaty with San Domingo opens that republic, and pending negotiations with the Central American States and with Colombia, tend to the same object. In conjunction with these, the treaty with Nicaragua for the construction of an inter-oceanic canal, while bringing the most distant parts of our own country into closer relations, opens the markets of the West Coast of South America to our trade, and gives us at our doors a customer able to absorb a large portion of those articles which we produce, in return for products which we cannot profitably raise. Now let me refer to some objections made to the Spanish convention. It is said that we thereby give up a revenue on sugar of from \$25,000,000 to \$35,000,000, in return for a reduction of duties upon our products imported into Cuba and Porto Rico, estimated on the basis of existing traffic at from \$3,900,000 to \$5,000,000. The relinquishment of revenue, when for the public good, is in the line of our national policy hitherto. It was done in the case of coffee, which by the act of May 1st, 1872, was placed on the free list, without an attempt to obtain therefor any equivalent whatever, and solely in obedience to the popular demand for "a free breakfast table." By this measure the treasury of the United States has lost in the last twelve years in revenue some \$144,000,000 on coffee alone; and besides, let us not forget that Brazil availed itself of the action of this government to impose an export tax on coffee, which deprived the people of this country of the benefit of our tariff reduction. Article V. of this convention prevents similar action by Spain. The treaty now under consideration tends to cheapen the cost of the necessities of life by reducing the cost of the staple articles of daily consumption of which we are obliged to import each year nearly \$100,000,000 in value, to make up

for the inadequate production of our own soil, which amounts to only about 12 per centum of the whole production and at the same time to secure a growing market for our products in the Spanish Antilles, coupled with especial privileges to our merchant marine. It is also said that the importation of free sugar from Cuba and Porto Rico, when added to our domestic production and to the importation from the Sandwich Islands, will fall short of the quantity needed for home consumption, and that the price will be ruled by the part remaining liable to duty, so that the profit from the removal of duty will go to Cuban and Porto Rico planters, and not to consumers in this country. If this argument be true, the treaty will not affect the price of sugar in Louisiana. The price of a commodity is lessened by the supply being greater than the demand; but it is frank to say that other conventions have been negotiated, or are in process of negotiation which will provide adequate importation from the sugar regions. Again, the privileged introduction of tobacco at reduced duties has been objected to as reducing the revenue and removing protection from the American product and manufacturer. As to this, it seems enough to say that the convention leaves a discrimination against the imported article of from four to five internal revenue duties on the American product, and secures a market hitherto denied for special manufactures of tobacco in which we excel, and which command a profitable market wherever their importation is permitted. Reduction is urged in many quarters of the internal revenue tax on manufactured tobacco, and this would be a loss of some \$25,000,000 annually to the public treasury. This treaty, taken with others of the same character, stimulates our general exports, and thereby promotes the interests of our manufactures. Again, it is urged that the increased exportation which these treaties may secure will not equal the loss of revenue on imported articles. But these articles of import are produced within our territory sparingly, if at all, or are of different grades not satisfying the public demand, and it is the essence of wise protection to forego duties upon these and to impose them upon those manufactures which may be profitably fostered by impeding foreign competition.

Another line of adverse argument remains to be considered. It is said that this class of treaties is an infringement upon the constitutional rights of Congress, in that they change the duties prescribed by law. This argument is advanced against all, including the convention with Mexico, which, having been already ratified, awaits legislation to carry it into effect. The claim that the Mexican treaty is unconstitutional, because it affects revenue and did not originate in the House of Representatives, is singularly untenable. It did so originate. The first action of this Government towards its negotiation was an appropriation by Congress for the salaries and expenses of a commission to negotiate a commercial treaty with Mexico, a sum not exceeding \$10,000, to be expended under the direction of the President of the United States (Sundry Civil Appropriation Act, August, 7th, 1882); and under this authority General Grant and Mr. Trescott were appointed Commissioners, and negotiated the treaty. The Senate introduced an amendment that legislation by Congress should be necessary to give it force. This rule, a precedent for which is found in previous treaties of this character, has been followed in subsequent treaty negotiations, and the steps taken thereto have been conducted under sanction given by Congress to the general policy of fostering intimate trade with neighboring countries.

I observe that a constitutional amendment has been introduced in Congress that the Senate and House of Representatives shall be joined to the Executive as a treaty making power. Such an amendment would not avoid the necessity of the Executive conducting negotiations for a treaty, subject, of course, to ratification of the co-ordinate branch.

This prerogative of the House of Representatives has, in all these treaties, been abundantly secured by the provision that they should not take effect until a bill originating in the House had made the laws affecting the revenue conform thereto. Precedents are against the position that negotiations of this class are unconstitutional. From the foundation of the government—beginning with the time when the administration was in the hands of men who framed the Constitution itself, and may therefore be assumed to have best understood its import and scope—public treaties affecting revenues have been concluded by the President and carried into effect by the legislation of Congress without the admission of a doubt as to the entire constitutionality of the proceeding.

A few examples among many may be cited: First in order comes the treaty of 1794, with Great Britain, which stipulated for commercial privileges and exemption from duty, set limitations upon the imposition of tonnage dues on British vessels by Congress. The treaty of 1803, with France, for the acquisition of Louisiana, stipulated for special favors to French and Spanish goods and vessels in the ceded territory during the term of 12 years, notwithstanding any general regulations as to trade and navigation which Congress might make. The treaty of 1815 with Great Britain changed the existing laws, intimations of the purposes and desires of Congress have served as a