

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

CHICAGO, 11.—President Villard, of the Oregon Railway and Navigation Company, has just issued his annual report to the stockholders. It is shown in his report the company has during the past year constructed 250 miles of standard gauge road and before January 1st next Mr. Villard expects that fully 300 miles of new road will be completed and in active operation. There has been constructed 1,464 feet of Howe truss and 11,268 feet of trestle and the large bridge over Snake River, two miles below Texas Ferry, presenting an aggregate length of 1,415 feet, and is now in process of construction. All questions of right of way have been settled at comparatively small cost to the company and with scarcely any litigation. Right of way across the Umatilla Indian Reservation, on the Baker City line, was amicably settled at a council, by an agreement on the part of the company to pay the Indians \$2.50 per acre for all wild lands and \$2.75 per acre for all cultivated land, necessary for the roadway and depot grounds, located within the reservation, the whole cost of which will be about \$43,000. When all deliveries shall have been made under existing contracts, the railroad equipment of the company will consist of 51 locomotives, 18 passenger cars, four Pullman sleeping cars, two baggage cars, two combined baggage, mail and express cars, 600 covered freight cars, 500 flat cars, 100 stock cars, 40 hand cars. There was expended during the year for railroad construction \$4,247,465.13; for other construction, \$2,443,548; for railroad equipment, \$29,655,830; for other equipments, \$11,668,074. The various lines operated by this company represent a total of 1,591 miles. Total receipts from all sources during the year were \$9,509,920; total disbursements, \$9,014,360; traffic gross earnings, \$3,730,245; operating expenses, including taxes, \$2,063,383, showing a net earning of \$1,666,861 for 1879-80. Corresponding results were: gross earnings, \$2,989,725; operating expenses, \$1,332,411; net earnings, \$1,657,314. Against 147,817 passenger and 379,840 tons of freight carried in 1879-80 there were carried in 1880-81, 167,78 passengers and 622,025 tons of freight, showing an increase of 19,970 passengers and 243,181 tons of freight. The report enlarges somewhat on the consolidation recently effected with the Northern Pacific Railroad and the transfer of the contracting power over both corporations to a third corporation. The Oregon and Transcontinental Railroad having an authorized capital of \$50,000,000, Mr. Villard expresses the conviction that the large properties interest of this company in the other companies is the best guarantee to the latter that its power will be exercised to promote their legitimate development to the fullest extent, or in other words, that the new company can only promote its own interest as a great holder of Oregon railroad and navigation and Northern Pacific stocks by taking the best care of every other stockholder in both companies.

The *Tribune's* Washington special this morning says: Grant's overshadowing influence in the new administration is generally regarded here as the first gun in the warfare which Blaine and the anti-stalwarts intend opening on the President. Your correspondent has been Grant with reference to these several allegations, and as a matter of public interest, not less than of justice to himself and the President, it may be said he denounces them as false and malicious. He says he has not sought in any way to influence the President in the manner imputed to him.

Attorney General MacVeagh came on from Philadelphia last night to see the President, and returned as soon as the interview, which was a protracted one, was over. The talk is that the foresight of the President in insisting that MacVeagh shall not retire from the Cabinet until there was a finality of these prosecutions, has been abundantly vindicated.

There is a conference of trades unions held here to-night for the purpose of taking steps to issue an address to the Trades Union of England, France, Germany and the United States, calling attention to the condition of the laborers in Ireland. A mass meeting to further the project, will be called soon.

WASHINGTON, 11.—Gen. Dumont, Supervising Inspector General of steamboats, in his annual report, recommends that the Board of Supervising Inspectors be abolished, instead of which the Secretary of the Treasury will be empowered to convene a mixed committee, composed of supervising, local and assistant inspectors, to examine and report to him upon the efficiency of anything to be used upon steamships which requires his approval. General Dumont suggests the advisability of appointing supervising, local and assistant inspectors by the Secretary of the Treasury, and nomination in each case of an immediate superior officer of each grade, thereby properly holding each superior officer responsible for general finish and efficiency of his immediate subordinates; also giving a superior officer power to suspend any subordinate pending investigation of charges by the Secretary of the Treasury, for incompetency, neglect of duty or misbehavior of a subordinate. As upon the faithful performance of the duty by officers of this service, depend the lives of millions of people and the safety of an incalculable amount of property, the necessities of dealing promptly and summarily with any to whom suspicion attaches of neglect of duty, must be conceded. A file of the office records one experience, when 15 valuable human lives were the penalty paid for continuing the duties of one negligent officer, pending examination of the charges of remissness of duty, in a case where lives were previously lost.

MERIDEN, Mass., 11.—The correct story of the shooting at the polls is, that while the State election was progressing at Meriden, in this county, Joseph Barrett, an aged white, having just voted, was insulted by a negro at the polls. Barrett raised his arm to resent it with a blow; some say he drew a stick on the negro, but before he could strike Frank Johnson shot him in the neck, severing the jugular vein and killing him instantly. Geo. Johnson, colored, formerly a slave of Barrett, ran up to defend his old master, and was shot by a negro, and he died to-day. General shooting among the negroes commenced, the whites being all unarmed. Jeff Segars, a white, was killed by a negro named Sam Gillespie. Vance Segars was wounded and is expected to die. Alex. Harveys, democratic candidate for county assessor, while 50 yards from the scene, was rushed upon by the negroes and killed, being shot through the head. He was shot in the face by Frank Johnson after he was dead. James Hodges, white, was wounded in the hand. The negroes doing the shooting were Gillespie, Frank Johnson, Allen Brown and Martin Malone. They were from another precinct. Will Vine, white republican, is said to have given the order to the negroes to begin firing. As soon as the news reached Meriden, six miles distant, great excitement was manifested. The sheriff's experience with them has been detailed already. Several rioters have been captured and jailed. A circus is in town to-day, and the streets are crowded with peaceable negroes. The fusionists' doctrine for the negroes to carry pistols at the polls was the cause of this disturbance. Vance's house was the headquarters of the white republicans.

NEW YORK, 12.—The *Commercial Bulletin* says: The shipments of California wheat, which have been so large this season, are attracting much attention at the Produce Exchange. It is said by a prominent wheat dealer that the increase is due, in part, to the fact that, while Eastern speculators have been holding wheat at high prices, the Californians have been quietly dispensing of their wheat, and while exportation in the Atlantic is very dull. At San Francisco, vessels are crowding for freights, and yet berth room is in demand. Said a prominent ship owner: "Sailing vessels, finding no grain charters here, and few at other Atlantic ports, and unwilling to change into oil carriers, have been turning their attention to San Francisco business."

The recent hotel elevator accident here creates a general feeling of uneasiness. It is estimated that three hundred thousand people ride daily, Sundays excepted, in our elevators. The *Sun* says: There are about 800 passenger elevators in New York, and that among all the passenger and freight elevators in the city and neighborhood, one wire rope breaks, on an average, each week, and the car is caught by the safety break without any accident. It is many

years since a car missed its hold and fell to the bottom.

The *Tribune* says: The history is published of an attempt by our government to get possession of the assets belonging to the Confederate government abroad. These assets are the same as those on which the recent speculation in Confederate bonds was based. Various contracts appear to have been made at Washington within the past 20 years to pay liberally for any such property reserved and turned over to the United States, but as the net result the government has only thus far amounted to \$5,000, the "fund" applicable to the payment of the bonds can hardly be a very large one. The recovery of \$5,000 even required a gigantic effort, a 50 per cent. contract and the services of a commissioner and a treasury agent, who between them collected Confederate property which brought in \$100,000. From this they were obliged to deduct \$95,000 for expenses of the collections and a rival contractor is said to claim that this recovery was made on evidence for which he is entitled to be paid, so that it is too early yet to feel sure how government is going to come out in the end. An inventory of the assets shows that there are \$29,000,000 in Europe and \$11,000,000 in the United States, or \$40,000,000 in all. Of this \$11,000,000 in good hard money is deposited to the credit of the rebel government in Vienna, Berlin, Frankfurt-on-the-Main, Amsterdam, Paris and London, but cannot be reached.

KANSAS CITY, 12.—Santa Fe trains were delayed by a snow storm for nearly thirty-six hours. It has been snowing hard in Western Kansas, Colorado and New Mexico. From Laken west to Pueblo there are from six to eight inches of snow, while from Lajunta west there are from 18 to 20 inches. The cuts are full and a strong wind drifting it badly. This is the heaviest snow storm in New Mexico and Colorado that the Santa Fe road has ever encountered.

CHICAGO, 12.—Neil Giles, of Stillwater, Minnesota, an explorer who has spent several years in the pine and mineral region of North Wisconsin and Michigan, some time ago, discovered a vein of mineral in Ontovagon County, on the survey of the Milwaukee, Lake Shore and Western Railway, which assays 60 per cent. lead and 15 ounces of silver to the ton. He and his associates, embracing prominent capitalists of Minnesota and Wisconsin, have purchased 40 acres from the Government and have also purchased two adjoining tracts at \$15,000. Arrangements are pending for the formation of a syndicate, in which Milwaukee capitalists and several heavy capitalists of Boston and Stillwater will be represented, for the purpose of purchasing between 100 and 200 sections of land in the vicinity, all of it supposed to be rich in mineral. Mr. Giles estimates the value of the first 40 located at \$100,000.

FAYETTEVILLE, W. Va., 11.—Henry Jenkins was hanged at 1 o'clock to-day, for the murder of Winfield Saunders at Nuttallsburg, on New River, May 16th last, his supposed motive being robbery. Both were miners and worked together. A large crowd was in town all night to witness the execution, the gallows being located to give a good view to 20,000 spectators. The Hawks Nest Rifles were brought out, but no disturbance occurred. The prisoner was baptized and made a partial confession. He was composed on the scaffold and died without a struggle.

SAN FRANCISCO, 11.—At Modesto a fire, this afternoon, destroyed the Modesto Hotel and a number of stores and manufacturing establishments. The loss will aggregate about \$50,000. The remains of A. H. Chapman, a sheep herder, were found in the ruins of the Modesto Hotel. The explosion of a quantity of powder in one of the stores and of cartridges in the shooting gallery in which the fire originated, scattered the crowd and checked the efforts to extinguish the flames. No one was injured by the explosion. Insurance light.

DILLSBORO, Ind., 11.—About three weeks ago, three men representing themselves to be Kentucky officers, appeared here, purporting to be after Harvey Purnell, for burning a barn in Kentucky. They reported they had come upon Purnell, and after firing some shots had captured him, slightly wounded. They recrossed the river, and as Purnell was missing, the story was believed. It now appears Purnell was murdered,

and by this ruse the murderers escaped.

GALVESTON, 11.—The *News* Austin special says: The old State house was discovered on fire and in an hour and a half the building was completely gutted. The walls are standing, apparently uninjured. The fire originated in the basement back room, used for storing reports of the Supreme Court, in the north side of the building. The fire, when discovered, had been eating its way above and through the Speakers' room; the smoke from the burning books had been observed pouring out of the chimney in dense volumes long before it was supposed that the building was on fire. The records of the different offices were generally saved, but much scattered and damaged by the rain falling at the time. Some ten thousand dollars worth of Revised Statutes, the State Library, worth forty thousand, the furniture of the legislative chambers, portraits and paintings on the wall, altogether worth twenty thousand, with building worth perhaps a hundred and fifty thousand. The total loss aggregates \$220,000.

NEW YORK, 12.—The *Sun's* Troy dispatch at about 6 o'clock this evening says: A large skiff, owned by Giles Leroy, of Port Schuylo, drew near Burden wharf on this side of the river, to take residents of West Troy employed at Burden Mills to their homes. The night was dark, and owing to a strong south wind and recent rains the waves were of unusual height and the river very high. As near as can be learned the following persons were in the skiff: Giles Leroy, his son Henry, Francis Riley and his son Garrett, Thomas Mayon and his son Thomas, John Lever, Thomas Fox, John Stevenson, John Keys, Milo Hatch, George Hay, Fleming Trimble, James D. Amond, Wm. O'Neil, Michael McMahon and three others, names not ascertained, when the boat had almost reached the middle of the river Thomas Fox, who was sitting in the stern, saw three propellers rapidly approaching from the south. He called to the oarsmen to stop, but they failed to do so. The propeller nearest to the west shore passed by within a few feet of the bow of the skiff. The latter, which all agree was overloaded, having the gunwales nearly even with the water, passed the first swell in safety, but in reaching the second shipped considerable water. The third almost filled the boat and the occupants became greatly alarmed. The men aware the boat would sink called for assistance, and one of the propellers, the *Cora*, turned around, but the others continued on their course. The *Cora* steamed slowly towards the skiff, but before she could reach it the boat had capsized and all the men were struggling in the water. Thomas Fox, being unable to swim, grasped the keel of the skiff and called to his associates to follow his example. Several of them did so, and held on until the *Cora* drew alongside. On board the *Cora* was John Kennedy, Charles Pickett and his brother. The last named, although but 14 years of age, displayed great bravery and wonderful presence of mind, calling on the men who were hanging on the capsized skiff to hold fast. He threw life-preservers right and left to their unfortunate companions and then braced himself against the side of the tug and pulled in John Lever, who weighed about 175 pounds. The following men were then picked up by the *Cora*: Thos. Fox, John Lever, John Stevenson, Francis Riley, Thos. Manyon, jr., and two strangers whose names it is impossible to ascertain. By this time several row boats had reached the scene, and Fleming Trimble, Mr. Hatch, M. McMahon and Wm. O'Neil were picked up, Trimble being almost dead. The following are known to be lost: Giles Leroy, the ferryman, and his son Henry, Francis Reiley, a teamster, who leaves a wife and 11 children; Thomas Manyon, a blacksmith's helper, who leaves a wife and five children; John Keys, a laborer, who leaves a large family; George Hoy, single, about 25 years of age, and James Diamond, a married man with no children. Three others are unaccounted for. Mrs. Leroy, who has been dangerously ill for a long time and who is not expected to live forty-eight hours, has not yet been informed of the loss of her husband and son. While it is admitted the skiff was overloaded, it is also agreed the propellers had no lights on their bows, and that the tugs *Cora*, *Hattie* and *Linda* were racing when the accident occurred. Capt. Harvey Robinson, of the *Betta*, and the captain of the *Newman*, when asked why they did not stop,

said they did not hear the cries for assistance, and did not learn of the accident until an hour afterwards.

Henry M. Genet was released to-day from the penitentiary on Blackwell's Island, to which he was sentenced eight months ago, after conviction on an indictment for obtaining money from the city illegally, in the days of the Tweed ring. In addition to his term of imprisonment, he was sentenced to pay a fine of \$9,604. His friends collected the amount of his fine and a certified check for the sum was handed the warden yesterday. While in the penitentiary Genet was employed to keep the daily gang book in the office of Deputy Warden Osborne. He gained in flesh during his confinement, and appeared in good health and spirits when he regained his freedom. He was met by a number of his friends with whom he entered a boat and was rowed across the river to the city. He went to his house in Lexington Avenue.

The latest information received at the republican State committee rooms, yesterday, placed the majority for the republican State ticket at 12,722. These returns are complete except from three counties, which are partly estimated. When the full returns are received from these three counties, it is probable that the majority will reach nearly 14,000. It was the subject of talk in the State committee rooms that much credit was due to President Arthur for the assistance he gave to the canvass. It is said to be partly owing to his efforts that the democratic majority in the city was kept down so low.

To-morrow's *Tribune* will have the following from London: Gambetta's acceptance of the office elicits a chorus of English approval mingled with keen regrets with some of the best friends that he has committed himself to a declaration involving the permanent retention of Tunis, and condoning buccaneering methods of acquisition. They remind him that the Bardo treaty, which he declares shall be implicitly executed, was extorted at the bayonet point from the ruler for whom France professed friendship. This, says the *Spectator*, shows that Gambetta, by accepting the evil doctrine that French interests override justice, deliberately prefers the prestige and material advantage of France to every other consideration. This naturally gives rise, it says, to grave apprehensions as to the future foreign policy. Other journals remark that Bismarck's defeat at the German elections encourages France to persevere in the policy which good sense and equity alike condemn. Clemenceau's powerful speech was an unanswerable exposure of the iniquities of the *Sury* expedition, and has produced a great impression in England. People here hoped that Gambetta, regardless of the rivalry between himself and Clemenceau, would take a similar line, nevertheless general satisfaction is expressed that Gambetta, who has been so long wielding the real power, now accepts the responsibility. The English hope also that his accession will improve the chance of a new commercial treaty.

Business in the general markets the past week has been rather light owing to the occurrence of the annual election as well as to the unfavorable weather. Prices as a general thing have been steady for most commodities.

Railway and postal authorities have a conference to-day concerning an increase of fast Western mail facilities.

CHICAGO, 12.—The week's financial operations have been retarded and diminished by streaks of exceedingly bad weather, which culminated on Friday in a heavy rain storm that lasted from early morning until after business hours, and cleared the streets effectually of travel and traffic. Money loans well at from 6 to 7 per cent. Clearings continue to show a gratifying increase over those of last year, reaching for the six days, \$50,000,000. Mercantile trade has been good, only in certain kinds of goods. Dry goods, carpets, millinery, manufactured clothing, hats and caps, leather, bagging, groceries, hardware and drugs, showed the most animation. Whiskey dropped a cent, but is still far above the surrounding markets, and the prices fixed by dealers here are generally regarded as a nominal one. The crops throughout the western country are looking well and there is every reason to feel encouraged as to next year. The present status, however, is not so satisfactory, as