

## BY TELEGRAPH

PER WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

WASHINGTON, 22.—The report of Postmaster General Vilas for the year ended June 30th, 1886, says:

"In immensity and extent of means, expenditures, performances and results, the postal machinery of the United States exceeds (in some points far exceeds) that of any other nation on the globe. The entire length of all the railways employed in the United States nearly equal the combined extent of those of all other countries in the world, while the other post routes more than quadruple the total of any single people's besides, and the mileage of last year of our mail transportation exceeded by more than 125,000,000 miles the service rendered by any other government. No other nation has one-third our number of postoffices. It is estimated that 100,000,000 more letters were mailed in the United States than in Great Britain, and nearly that number more than were mailed in Germany, France and Austria combined. The proportion of each inhabitant is estimated in the United States at 66, Great Britain 57, Germany 19.

At the close of the fiscal year the total number of postoffices was 53,614, besides 478 branch offices. Of these 2,244 were Presidential offices."

Concerning appointments the report says:

"The appointments of postmasters during the last fiscal year numbered altogether 22,737, of which 7,112 were made to fill vacancies occasioned by resignations or expired commissions, 577 to fill vacancies caused by death, 3,482 on the establishment of new offices and 9,260 upon removals. Of the total number of appointments 1,039 were made by the President, vacancies having occurred from the following causes respectively, viz: By expiration of commission 468; by resignation, 256; by death, 24; by removals or suspensions, 247, and to offices to which had been assigned from the fourth to third class 47. The work performed by carriers is summarized as follows: The number of pieces of mail matter, counting collections and deliveries handled by the carriers during the year was 1,649,620,579, an increase over the previous years of 204,483,186 or 11.4 per cent while the carriers increased but 11.08 per cent in number.

The money order system has been extended to 311 additional offices during the year, while 10 were dropped from the list. During the year there were issued 7,940,302 domestic orders, amounting to nearly \$114,000,800; 5,999,428 postal notes amounting to \$11,718,000, and 493,423 international orders aggregating \$17,878,621, besides the payment of foreign orders reaching a total of almost \$4,000,000. The entire amount of fees received was \$1,214,506.38, less by \$280,960 than the previous year.

The act establishing the special delivery system limited its privileges to 655 postoffices. During the full year of its use, to September 30th, 1886, 1,119,820 letters were received for special delivery at these places. Taking the full year, the total amount of fees received from this service was \$8,720, leaving a gross profit to the government of \$27,097. From the enlarged system of extending the privileges of the act to all postoffices and all available matter, the Postmaster General expects great results.

The total revenues of the department for the year were \$43,948,423, an excess of cost over revenue of \$8,254,157. Of the total appropriations for the year amounting to \$54,185,642.14, the entire outlay actually made and estimated to be made, is but \$50,839,340.46, leaving a balance to be eventually covered into the Treasury of \$3,344,501.68.

The letter sheet envelopes—the report says have been long authorized, but no real attempt was made to introduce them until last October, when a contract was made with the owner of the patent by which the Department issues them without cost, and pays for only what it sells. So far, the envelope appears to find popular favor, but the Postmaster General thinks a longer experiment is desirable before recommending the purchase of the patent and its manufacture by the government.

The dead letter office during the year handled 5,023,745 pieces of mail matter, of which number 180,448 were delivered unopened to the proper parties, and 386,379 foreign pieces were returned to the country of origin. Of those opened about one-half were destroyed as undeliverable or valueless. Letters to the number of 12,138, containing an aggregate of \$1,732, besides 18,105 letters containing drafts or other instruments for the payment of money of the total face value of \$1,121,154.74, were delivered to the owners. The revenue derived from dead letters which could not be restored to owners and from the auction sale of unclaimed parcels amounted to \$8,879.20.

The records of the inspectors show the following facts: For violation of postal laws 600 persons were arrested, 224 of whom were in the service and 417 were not; 110 were postmaster's assistants, or clerks, 14 railway postal clerks, 24 letter carriers, 37 mail carriers and 11 of various employment. Seventy-nine burglars and 31 former postmasters are included among the arrests outside of the service. The State courts took jurisdiction of 34 cases and the Federal courts of 606. Of the latter convictions followed in 214 cases, acquittals in 20, trial awaits 205,

and the residue were dismissed or failed of indictment.

Three foreign postal agencies at Colon and Panama, in the United States of Columbia, and at Shanghai, in China, have been maintained. The cost of the Panama agency was \$840 and of the Colon agency up to the end of March, so far as allowed, \$225. The expense of the Shanghai office, in part reported and in part estimated, was \$1,800. Arrangements have been effected with the Panama Railway Company to directly perform all the necessary services at Colon, and the employment of a consul there is dispensed with, which will result, it is believed, in relieving the interruption and inconveniences, hitherto occasionally sustained at that point. The Chinese government has recently indicated its purpose to establish postal communication with other countries, which if perfected, will enable the Shanghai agency to be discontinued by the end of the current fiscal year.

"The disagreement between some American steamship companies and the Department in respect to their compensation and method of engaging their vessels in the service, occasioned much healthy discussion. The carriage of our foreign mails, was, however, but very slightly interrupted or inconvenienced. The principal diminution from the best services attainable on the existing lines, was due to the refusal by the Pacific Mail Steamship Company and the Red D. Company, of the use of their vessels to the Government and occurred chiefly on two routes. From San Francisco to Japan and China the service was performed by the Oriental and Occidental Steamship line alone, whose steamers sail from our port at intervals of about twenty days alternating with like sailings by vessels of the Pacific Mail Company and the refusal of the latter to reduce the frequency of its outward dispatches by one half, though not otherwise diminishing or impairing the service which was well performed by the former company. The other course lay between New York and Venezuelan ports on which the outward mails were usually dispatched first to Barbadoes and thence to Venezuela, protracting the duration of their carriage four or five days, a loss compensated by the greater frequency of the trips obtained, being five in a month to three by the Red D. Line. Aside from these two routes the interruptions and delays were but little more than are almost inseparable from the existing means of communication with the States of Central America. Inward mails were not affected. The actual additional inconvenience to the general public on either mentioned routes proved comparatively insignificant for the reason, that aside from such mail matter as related to the cargoes of steamships the correspondence between the countries referred to and the United States is very limited and such as concerned the cargoes of recusant companies were transported on the same vessels, under sections 3,987 and 3,994 of the revised statutes, no interest being more subserved by such mails than their own. The proof of the generally favorable condition of this portion of the service is seen in the facts that the weights of all mail to various ports not trans-Atlantic increased from a total in the previous year of 211,070,837 grams to a total in the last year of 214,334,460, a gain of 3,263,623 grams, being incompatible with much interruption in the mail transportation. Had the interests of the contestants not have awakened attention and aggravated complaint through the press, it is probable the difference in the service, such as it was, might have taken place without attracting special notice, except by the shippers on these lines. The customary monthly invitations to all American steamship companies for the tender of their vessels, were continued during the year and after the passage by Congress of the postal service appropriation without a provision for any subsidy, the Red D. Company placed their vessels at the service of the Department on the usual terms and the Venezuelan mails have, since the 14th of August last, been carried by those steamers in their former satisfactory manner. The Pacific Mail Steamship Company at first, declining, in the end proffered the service of their ships also, and since the beginning of September they have been regularly placed on the monthly schedules of dispatches for ports to which they ply, and have transported the mails as usual. The Department having during the past fiscal year allowed sea and inland postages to United States steamships, pursuant to section 4009 of the Revised Statutes and the appropriation for the current year having been passed upon the basis of that rate of compensation a similar rate of payment to all such vessels is still continued, and the estimates for the next fiscal year have been calculated accordingly. This provides a rate of compensation to such steamships three times greater than with the exception of two lines, they had habitually received for seven years previously, a compensation quite adequate to the service when the carriage is performed by vessels sailing in the course of their own business as common carriers, and departures regulated by their own convenience and without other obligation to the Government than so to carry and deliver with proper care and diligence. It will have been observed from the figures already given that while the proportion of mails during the past year to those countries to which American vessels sail, as compared with the trans-Atlantic service, was approxi-

mately one-ninth, the cost was nearly one-fifth because of the higher rates paid the vessels of United States registry. Dispatches from San Francisco to the Orient are now made at intervals of ten days one-half of the sailings being of ships of the Oriental and Occidental Steamship Company. That company is of United States ownership as I am credibly informed, yet two of its three vessels are not of United States registry, consequently but one, the *San Pablo* has received sea and inland postages, the other two being limited to sea postage only. Notwithstanding that this company faithfully performed this service at a time when the refusal of its competitor ships rendered its aid more than usually desirable, the statutory rule works still more unfair results, now that the two companies divide the carriage, because the quantity of mails on which the compensation is computed is reduced approximately one-half, and this company which deserves recognition of its timely fidelity does not only the extent of the service materially reduced, but the rate of payment for the two ships is only one-third that allowed to ships whose service was then denied to the government. It would seem too obvious to require particular expression that the Department ought to be authorized to pay the vessels of the Oriental and Occidental line the same rate of compensation as is paid others, being also of American ownership, as a just exception to the general rule. Although the Department has sedulously preferred the steamships of the United States wherever they sail, the greater proportions (about nine-tenths) of the foreign mails, have been necessarily transmitted in foreign bottoms. No instance has arisen of a declination by any such vessel, to carry whatever quantity of mail has been offered it for sea postage only, and no losses of mails dispatched by us have been sustained during the year. Our trans-Atlantic service has been especially excellent and may be pronounced without doubt the most expeditious and satisfactory of any upon the seas."

## THE NAVY.

The Chief of the Bureau of Construction and Repair, in his annual report, states that the cruisers *Atlanta* and *Boston* are in the navy yard at Brooklyn, New York. They have both been docked and their bottoms cleaned and painted, and independent of the work which had to be done by the Government to fit them for sea, alterations and additions have been and are being made to them as called for from time to time by the advisory board. The *Chicago* is still at Chester, and the work on her is now being pushed rapidly towards completion. The Chief of Construction says the appropriation of \$95,681 made under the act of July 25, 1886, would not be sufficient to complete the work on these vessels, and in order that no delay in its prosecution may be occasioned by a lack of funds, he has asked for an additional appropriation of \$56,000 which it is expected will complete the vessels, provided that no further alterations or extra work involving any considerable expenditure of money and time are recommended by the Advisory Board. The *Lackawanna* now at the Mare Island Navy Yard, California, while not yet condemned, cannot be repaired for active service, and it is suggested that she be converted into a receiving ship to replace the old line battle ship *Independence*, which is now unfit for further use as a receiving ship. The *Tennessee*, the only first-rate wooden vessel in active service, can be kept in active service but a few months longer. She is undoubtedly in a very bad condition. Her main wales strikes are so badly decayed as to preclude their being re-caulked. Her lower masts-heads are so badly decayed that it is not considered prudent to carry a press of sail upon them. The *Shenandoah*, also, has been surveyed and found to be beyond repair.

The number of serviceable vessels in the navy has been reduced to two first-rate, ten second-rate, twenty third-rate and seven fourth-rate vessels. The latter class includes two torpedo rams. In addition to these vessels the naval list comprises thirteen iron and twelve wooden sailing vessels, used for receiving and transport ships. The new vessels completed, building and authorized to be built, are summed up as follows: The *Dolphin*, completed, two; the *Boston* and *Atlanta*, armament incomplete, five; the *Chicago* and the monitors, incomplete, five; the *Baltimore*, *Charleston* and *Newark*, and two gunboats under advisement, four; an anchored cruiser, a battle-ship, a pneumatic dynamite boat and torpedo boat, not yet designed. Plans and specifications have been completed for two composite built, fine modeled ships, to be used as training ships, and they could be commenced at once if an appropriation were made for them. The board appointed to design plans for the completion of double-turreted monitors has nearly finished its specifications. The chief constructor recommends that in the event of only one of the large vessels provided for at the last session of Congress being built at the navy yard, it should be built at the Brooklyn yard, as that yard is now in a condition to commence any such vessel and carry on the work with some rapidity.

Great necessity exists for better docking facilities in all our navy yards. This is rendered more important on account of the frequency with which steel unsheathed vessels will require to be docked to clean and paint their bot-

oms. In the event of a foreign war, this great deficiency would be seriously felt, perhaps more so than any other of our present wants. It is, therefore, worthy of grave consideration whether immediate steps should not be taken to place our navy yard in this respect in a most thorough condition of effectiveness.

EMPORIA, Kan., 22.—A most unprovoked and heinous murder was committed in this city this evening, at the residence of S. B. Bundrum, on the corner of Market Street and Ninth Avenue, about 8 o'clock. It appears that L. D. Collier, a son of Robert Laird Collier, of Kansas City, had been in the employ of the A. T. & S. F. R. R. as Material Agent at this place. He employed one J. H. Yarborough to fill his place during a temporary absence. Upon his return he told Yarborough that he was surprised to find that he had neglected his business. He, being taken under the influence of liquor, became furiously angry and struck Collier, whereupon Collier returned the blow, knocking him down. The parties then separated, Yarborough declaring that he would shoot Collier. Collier went to his hotel, where he ate supper, and from there went to his room at the residence of Mr. Bundrum. Shortly after arriving at the house a knock was heard at the dining room door. Mr. Collier stepped to the door, and upon opening it saw his assailant, who instantly raised his revolver and fired upon Collier, the ball evidently taking effect in or near the heart, killing him almost instantly. Yarborough is now in jail.

CHICAGO, 22.—The *Daily News* Savoy, Illinois, special says: In a collision between two Illinois Central trains to-night four men were instantly killed and one fatally wounded. The freight train, in the caboose of which was Albert Dunlap, a grain buyer, John McDonald, a stock dealer, and James Todd, a blacksmith, stopped at Savoy station for a few minutes. The crew failed to send back the signal. A wild train following crashed into the caboose, killing the occupants. T. M. Sanderson, the brakeman on the rear train, was thrown into the wreck of the engine and scalded almost beyond recognition. The engineer of the wild train, James Neer, was decapitated, and his body crushed to a pulp. When found his hand was on the throttle, and his head a rod away.

Specials from Dakota points indicate that the second blizzard of the season set in early to-day. The storm is coming from the northeast. Portland reports 12 inches of snow and drifting badly. Jamestown reports passenger trains on time, but freights abandoned at Grafton. The thermometer at 9 p.m. was but 16 above and falling. Fargo reports four inches of snow but no blizzard. At Huron the wind at 3 p.m. was blowing 30 miles an hour, and the barometer touched 29, the lowest point noted since the signal office has been established there. Aberdeen reports Ellendale and Ipswich trains snow-bound, and says the supply of coal in that region is nearly exhausted. Signal Officer Lyons says the blizzard was general over Montana, Northern Dakota and Northern Minnesota. In St. Paul the weather has been mild, with light snows.

HUNTER'S POINT, L. I., 21.—Reports received from Sea Cliff, Long Island, set forth the fact that a steamer ran ashore there yesterday. She is the *Long Island* and hails from Oyster Bay and has a tonnage of 130 tons. Before she came ashore the people of Sea Cliff noticed something strange. All her sail was set, but the craft drifted hither and thither until finally she drifted ashore. The party who boarded her found that she was abandoned. The after part of the vessel was besmeared with blood, while in the immediate vicinity of the wheel, large pools were found, indicating that the man at the helm had been murdered and that his body had been cast into the sea. She was in command of Capt. Thomas Carpenter, an old man, assisted by Henry Frank.

DETROIT, Mich., 22.—An *Evening Journal* special from Montague says: Persons driving on the beach yesterday, discovered the wreck of the schooner *L. J. Conzao* of Muskegon, at the mouth of Flower Creek, about seven miles north of town. The vessel is a total wreck, and the entire crew is believed to be lost.

VICTORIA, B. C., 22.—The steamer *Barnard Castle*, in the coal trade between Puget Sound and San Francisco, ran on the rocks near Race Rocks light and stove a large hole in its bottom. The steamer was beached and will prove a total loss. The crew was saved. Loss, \$100,000, well insured.

MUSKEGON, Mich., 22.—It is just learned that the schooner *Conzao* was lost in last week's storm. She sank near Flower Creek, seven miles from here. Captain Smith and four unknown sailors perished.

CHICAGO, 22.—At a meeting of representatives of the lines interested in east-bound Pacific Coast passenger business held to-day, the matter of the regulation of the payment of commissions was referred to the lines west of the Missouri River and those east of Ohio to agree upon some satisfactory method. The point is already provided for by the roads between Chicago and the Missouri River, the contract limiting the commission on each single ticket to one dollar. This commission business has so badly demoralized the San Francisco market that none of the lines are known to have made any profit on sales for the past two years. The committees will report their conclusions to an adjourned meeting to be held to-morrow.

NEW YORK, 22.—At the trial of ex-

Alderman McQuade there were few present who were not actively engaged in the trial. Shortly after 11 o'clock Nickol resumed the cross-examination of Alderman John O'Neill.

At the conclusion of the examination of the witness, Newcombe introduced the minutes of the Board of Aldermen for 1884 to prove that McQuade had twice voted against railroad bills in the case of the Jersey City & Brooklyn and the Thirty-fourth street roads.

Bernard J. McDevitt, McQuade's bookkeeper since 1879, swore that McQuade's business ranged from \$100,000 to \$150,000 per year.

Newcombe offered in evidence Duffy's testimony before the Senate Committee, but it was rejected by the court.

Ex-Alderman Charles W. Reilly swore that he did not attend any of the meetings of the "combine," and did not remember being in Fullgraff's place of business for any purpose in his life. His testimony, however, had little significance as affecting the guilt or innocence of the accused.

Newcombe then began his address to the jury.

Boston, 22.—Hon. Charles Francis Adams Sr. died at 8:30, Sunday. He was the third son of John Quincy Adams. Since he was made the victim of sharpers who took advantage of his weakness four years ago, Mr. Adams has always been accompanied by an attendant. He had at no time been confined to his bed or room, but had taken gentle outdoor exercise and often enjoyed a drive in the city. He was last out of doors about ten days ago when he came, according to his custom, from his home in Quincy, to his winter residence in Boston.

GIRARD, Kas., 22.—A cyclone electrical storm struck Girard at 8:40 this morning, and passed through the residence portion of the town from southwest to northwest. The path of the storm was only from fifty to seventy-five feet wide. All of the lighter buildings were demolished, but the larger and more substantial buildings stood the shock without much damage. The total damage will not exceed \$8000. The Presbyterian Church is wrecked. A number of persons were injured. John W. Herrou was blown out of his house, cut about the head and internally injured and may die. His wife had her arm broken and Mrs. Kennedy was injured by a stone, but will recover. Mattie Gooding, aged 16 years, was injured internally, part of the roof falling on her. She is in a critical condition. Wm. Smith, an aged man, was in his house when it was turned bottom side up. A vinegar barrel fell on him. His injuries are serious. Outside of Girard the damage was slight.

CITY OF MEXICO, 22.—The government has sent Mr. T. Masac, Federal Inspector of Colonies and Fisheries to Lower California to make a full report regarding the condition of the various colonies established there. Much interest is shown in England concerning the settlement of the upper part of the peninsula. Inspector Masac will also visit all of the islands off the coast of Mexico, naval vessels having been placed at his disposal. He went north last night.

The agitation in favor of a repeal of all duties on printing paper is growing very strong and it is hoped that a favorable report on the subject will be presented to Congress.

HALIFAX, 23.—Lieut. Percy, who has been on an expedition to Greenland for the purpose of satisfying himself as to the feasibility of traveling across the country and thus opening a new route for arctic explorers, arrived here yesterday on his way home to the United States. Landing at a Danish settlement, on the west coast of Greenland he journeyed eastward for 100 miles, over unbroken fields of snow. He then returned to the starting place. This was his principal journey, and he was accompanied by Danish officials. He made several short journeys alone. His observation and experience satisfied him that Greenland could be crossed from west to east by future expeditions to the north pole. On the hundred mile trip Percy and his companions had to travel on snow shoes and haul sleds containing their provisions themselves. The snow being too soft for dogs. They experienced no hardships and returned to the coast in good condition. On reaching a point 100 miles inland the elevation above the sea was found to be 7,500 feet.

NEW YORK, 23.—H. M. Hoxie, General Manager of Gould's Northwestern system, died this morning.

NEW YORK, 23.—H. M. Hoxie died at 2:30 o'clock this morning, at his rooms in the Metropolitan Opera House. The cause of his death was exhaustion consequent on an operation performed on him at Saratoga in June last, in removing stones from his bladder. He has also suffered from kidney disease for the last 35 years. He had been very weak for the last seven days, but his doctors had great hopes of his recovery.

ERASTUS T. Brooks is severely ill. It was stated at his home this morning that he could not possibly recover.

ALBANY, 32.—The Court of Appeals has confirmed the judgment of the court below in the case of Buddenseik, the New York builder, convicted of manslaughter, having been declared responsible for the death of workmen employed on a row of buildings which fell while in the course of erection under his supervision.

CLEVELAND, 23.—This morning Judge Hutchins bound old man Wheeler over to the common pleas court, without bail, for the murder of his wife. Wheeler is 81 years old and his wife was 87. They had lived here for half a century.

DETROIT, Mich., 23.—Representatives