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AMERICAN JOURNAL

NEW YORK, 29.—The *Herald's* Washington says: There is a movement among certain anti-administration Senators to defeat the nomination of Stanley Matthews as Associate Justice of the Supreme Court. There is an intimation from some of the Senators that the withdrawal by the President of some other objectionable nominations understood to be from New York would secure the confirmation of Mr. Matthews.

To avoid the necessity of the next session the Senate yesterday agreed to meet to-day, and will continue to meet Saturdays until the close of the session.

The *Times* prints the prospectus of the Continental Railway Company, which proposes constructing a double track air line road from New York to Chicago and Omaha, by the consolidation of five companies, organized under the laws of Iowa, Illinois, Indiana, Ohio and Pennsylvania. Its promoters aim to furnish a great thoroughfare for the transportation of freight at less cost and with greater ease and expedition than any other line. The present trunk lines, it is argued, were originally built for local purposes, on circuitous routes, chosen to avoid expense or reach business centres. The new road will have uniform grades and its carrying capacity will be threefold that of the present lines. The schedule proposed is 15 cents a bushel for grain from Chicago, 18 cents from St. Louis, and 24 cents from Council Bluffs. The tariff on grain from Chicago during the past years has usually been but 20 cents a bushel. The management will begin with starting 80 trains per day each way from Chicago and New York, which they expect after the first six months to increase to a hundred trains daily each way. The estimated cost of the Continental Railway, including stations, grounds, equipments, machine shops, and all property and necessary appliances to put the road in first class running order, is \$100,000,000. Prominent capitalists of Europe and America have already pledged the amount required to begin operations. The *Times* says the work will be commenced within a few weeks, that contracts have actually been made for grading and construction of bridges between here and Chicago. The line crosses 51 railroads between New York and Council Bluffs, and will shorten the distance of 45 of these roads over 100 miles. At Council Bluffs the road will connect with the Missouri river and with the Pacific Railway. Although the primary idea is a freight highway, it is nevertheless proposed to furnish rapid passenger transit, bringing New York and Chicago within 20 hours of each other.

A new organization, called the National Anti-Monopoly League, held a meeting last night at Cooper Institute, L. E. Chittenden presiding. Among those present were Rev. Herber Hewton, F. B. Thurber and Henry George. The president in welcoming the merchants and workmen present said it was the outgrowth of a sentiment in the community against the gigantic monopolies of the day. They had appointed executive committees, who had prepared an address, which would be sent to merchants and others in the cities and large towns in the United States. F. B. Thurber, on behalf of the committee, read the address. It says the League was established for the protection of the citizens against the aggression of the corporations, to advocate and support and defend the rights of the many against the privileges of the few. The League will endeavor to secure, among others, the following specified results: Laws compelling the transportation companies to base their charges upon cost and risk of service, instead of the new theory announced by them, "what will the traffic bear?" laws to prevent pooling and combinations, and discriminating against any citizen on the public highways; no taxing the public to pay dividends in watered stock; a stringent law against bribery, including the prohibition of free passes.

After Thurber's address, Henry George addressed the meeting at considerable length on the effects of railroad monopolies in California. John F. Henry, ex-mayor of Brooklyn, followed, giving his experience in railroad operations and endorsing George's statements regarding the sin of California. The address was unanimously approved, and it

was decided that the committee should obtain a permanent place of assembly.

The *Herald's* Washington special says: The U. S. Fish Commission recently through Professor Spencer F. Baird introduced among our eastern fishermen the use of gill nets for taking cod and other deep sea fish. The success which has attended the introduction of these gill nets in our shore cod fisheries the present winter has been very marked and has created widespread interest among those concerned in fishery.

The *Sun* learns that P. L. Stuart soon builds on South Avenue at the corner of 68th Street a private residence of 200 feet on the Avenue, with 100 feet garden on 68th Street.

The paper in which the Morey letter appeared fills its first page to-day with documentary testimony intended to show that Vice President elect Arthur was not born in Vermont and is a native of Canada. Evidence goes mainly to disprove his Vermont nativity.

YANKTON, 29.—There has been 60 cases of small-pox in Union Co., 50 miles east, half of which have proved fatal. Both houses of the legislature suspended all their business and passed an act authorizing a rigid quarantine. A private letter says there are over 100 cases near Elk Point. Guards are placed at all entrances of the town. No trains stop at Jefferson, and the mails have been discontinued.

HALIFAX, 29.—Professor Hind, in another letter to the Governor-General, closes thus: "I have a perfect right to ask why Sir Alex. Campbell with the facts before him, and with ample means for obtaining correct information, dared to make the deluding statement with which he is credited on the floor of the Senate Chamber. He spoke as an authorized member of your excellency's government. There is no conceivable excuse for this public deception and it is as unmanly as unbecoming for Campbell to throw the entire responsibility on the agent of the imperial government, concealing at the same time the rogues of his own officers and the unspoken shame of his own misleading statements. If I had not drawn special attention to these figures in my letter on the falsified departmental reports, there might have been a legitimate excuse for avoiding the subject, but having pointedly drawn attention to them there is no indication whatever for deception, which can only serve as a cloak for official dishonesty and a scoff at justice and law."

WASHINGTON, 29.—The Senate foreign relations committee will report back the Chinese treaties favorably.

The Senate select committee on the removal of the Poncas met to-day. Wm. Stickney and Walter Allen, of the presidential commission to the Poncas, were interrogated by the committee, and Secretary Schurz in regard to the facts and evidence upon which they based their published conclusions.

Stickney testified that the Ponca Indians, in the Indian Territory, unanimously and enthusiastically wanted to stay there; that all conditions were to their liking. No argument, promise or threat had been used on them. Allen substantiated Stickney's statements. He believed the Indians sincere.

Secretary Schurz produced a printed copy of the testimony taken by the commissioner, from which it appeared that White Eagle and others had said they had better houses, better health, as good land and less trouble with their restless young men in the Indian Territory than they had in Nebraska and Dakota. They agreed that they would not return, and that they were of one heart.

The Secretary of War, to-day, transmitted to the House of Representatives a copy of the communication just received from Col. G. H. Mendell, of the engineer corps, reporting the results of a survey made in accordance with the provision inserted in the last river and harbor bill, at the instance of Senator Earley, with a view to the improvement of channels outside the bar of Humboldt Bay, California.

Col. Mendell reports that an expenditure of \$76,817 will give a channel in front of Eureka 350 feet wide and 10 feet deep at low water, and deeper in the mid-river channel to eight feet, and he recommends that an appropriation of \$10,000 would be desirable for the purpose of promoting the stability of sand spits forming the heads of the harbor.

Horace Davis to-day presented to the House the resolution of the San Francisco Chamber of Commerce,

praying for a thorough survey of the Pacific Ocean and for an appropriation of \$175,000 to construct a revenue cutter for the service in Alaska.

A decision was rendered by the law officers of the Post Office Department to-day, in which it is held the law governing the rate to be paid telegraph companies for the transmission of Government business requires that in the event of the reduction of rates by any telegraph company the Government tariff for business over the lines of the competing companies to points that can be reached by the company making a reduction shall be the same. The decision grew out of an inquiry from the Secretary of the Treasury relative to the reduction of rates by the American Rapid Telegraph, and the effect thereof upon the Government business over other lines.

NEW YORK, 29.—Hughes was obliged to run all the time to keep on the track and was bent and crippled like a man of 70, but plucky and determined. He was loudly cheered while running. He will stop at 570 unless pushed by Albert. Howard is much discouraged, but his efforts to beat Krohne for the third caused great excitement, the latter being forced to a run for the first time in the walk. Howard's aged father walked round the track once, trying to persuade him to retire, but Howard said he would take the third place or die for it. The crowd was immense. About noon Hughes and Krohne ran a break neck race, but Krohne was so much exhausted that he fell into the arms of attendants and was carried to his cabin. At 2 o'clock on the 134th hour, Hughes had slept less than three hours since the race began. Since midnight he had rested an hour and five minutes. Score—Hughes 553, Albert 533, Vint 532, Krohne 525, Howard 515, Campana 401.

The match ended at 9.27 o'clock, when Vint, the last man on the track left it. Score—Hughes, 568½ miles and 165 yards; Albert, 558; Vint, 530; Krohne, 529; Howard, 515; Campana, 425. The managers, who expected to reap a rich harvest, will clear less than \$800 for themselves. The expenses have been great, receipts limited, and the losses by counterfeit tickets considerable. The five men will divide about \$8,000 among them.

CHICAGO, 29.—Of Keene's Cincinnati engagement, specials report that he played on Wednesday night Pike's Opera House to a \$1,300 house with the sign, "standing room only," displayed in front, while Salvini, who opened that night, played in a much more popular house to only \$400. On Thursday evening the great Italian tragedian visited Pike's and sat in the box, a close and delighted listener.

The directors of the Chicago Racing Association, to-day, adopted a programme for the summer meeting, for the week ending July 23d. The premiums offered aggregate \$39,000, the largest for a number of years. Extra purses of \$5,000 to \$10,000 are offered for the best time on record, in various races, among others free for all for a \$2,500 purse, with \$1,000 for beating 2.10½ ("Maud S" and "St. Julian" barred). Mr. Bemis offers to make a race with his pacer, "Sorrel Dan," against "Maud S" and "St. Julian," each to put in \$2500, the driving park to add \$10,000, the winner to take the whole, to divide it in a ratio of 75 to 25 per cent.

WASHINGTON, 31.—The Senate, a few days ago, on motion of Mr. Farley, adopted a resolution calling on the Secretary of the Treasury for a copy of a report made by Professor Augustus G. Rogers of the United States coast survey on the subject of the proposed harbor of refuge to be constructed on the Pacific Coast at the most suitable location, somewhere between San Francisco and the straits of Fuca. The desired copy will be furnished to the Secretary of the Treasury by the coast survey office and transmitted to the Senate early this week. Meanwhile your correspondent presents the following summary of its principal points. The subject was investigated by Rodgers at the request of the Pacific Coast board of army engineers and his elaborate and valuable report is addressed to Colonel O. S. Stewart. He considers at the outset as the most prominent general questions involved: First, the geographical formation of the Pacific Coast relative to a natural harbor; second, the meteorology of the section of the Coast, to which the inquiry is directed; and third, the routes of commerce now existing, and the future probabilities of changing. Attention is called to the fact

that between the Straits of Fuca and San Francisco Bay, a distance covering nearly 11 degrees of latitude, although there are numerous summer anchorages there is not a single harbor of safe access to a vessel in distress during the southerly winds of winter. It is next shown that any harbor of refuge located with regard to the interests of any port or fleet for the reason that the storm winds are always from the southward, while the return of fair weather is marked by northwest and northerly winds. In other words, the storm bound vessel should be able to run to leeward for safety. Similarly it is noted that the first local requisite of a harbor of refuge should be a general safety of approach from the seaward. After completing his general argument, Professor Rodgers furnished statistics of the trade and routes of Pacific coasting vessels, and proceeds to make a detailed comparison of the different localities proposed for the harbor of refuge. Finally he recapitulates the conclusion at which he has arrived as follows: "As compared with Cape Gregory, Trinidad would be more commodious, would be much nearer to the bulk of the coasting commerce during the southerly gales, equally easy of general approach and much more readily entered with southerly winds and departed from with northwest winds. An equal expenditure would enclose more protected area at Trinidad than at Gregory. As compared with Port Orford, Trinidad is less commodious. The skeleton harbor of Orford is on a larger scale. As to proximity and easy approach for the bulk of coasting commerce Trinidad is largely superior to Port Orford. Trinidad has no outlying dangers, while Orford has dangerous reefs on the north and south. An equal expenditure at Trinidad would enclose a larger protected area than at Orford. As compared with Crescent City, Trinidad is much more commodious. It is nearer and would be more accessible to the bulk of the coasting commerce during the southerly gales. It is more easy of general approach and would be entered with less risk at all times. An equal expenditure at Trinidad would enclose more protected area than at Crescent City. The general facilities for constructing a large harbor of refuge at Trinidad I believe to be greater than at any of the localities named. I have the honor, Colonel, through you, to submit to the board of engineers my general conclusions in favor of Trinidad bay as being the most suitable location for a harbor of refuge on the Pacific Coast, south of the Straits of Fuca.

SAN FRANCISCO, 31.—The rain that began on the 28th instant spread over the coast from British Columbia to the southern portion of this State, and has been the heaviest storm experienced since 1861. The Feather, Yuba and Upper Sacramento rivers have all overflowed their banks, and the creeks running into those streams are also over their banks. The damage cannot be stated, but the aggregate loss is immense. The Central Pacific Railroad suffers heavily, about 1,000 yards of the wall near Benicia is washed away, a long stretch on the Oregon branch, near Bear River, is gone, and washouts of less extent are in many places. Several miles of the Santa Cruz Railroad are washed away near Santa Cruz. The town of Napa was flooded, also a portion of Watsonville. Marysville had a narrow escape; the water came to the top of the levees and had broken over in four places, when the levee above town broke and let the water on to the plains around the city. This relieved Marysville for a while, and before the plains filled the river began falling, and the city is now regarded as safe. Sacramento Valley, from Plum Creek to Red Bluffs, present the appearance of a vast lake. In San Francisco for the 48 hours ending 4 o'clock Sunday a.m., six and thirty-seven hundredth inches of rain fell, by far the heaviest rainfall ever experienced here in the same time. In the lower portion of the city many houses are flooded. In the business part of the city innumerable cellars are filled with water, entailing great loss. Altogether the storm is one of the most destructive ever known on the coast. At six o'clock last evening dispatches from various parts of the State say the storm is subsiding, and here in San Francisco rain has stopped, the wind changed, and the barometer is rising.

A dispatch from Santa Cruz says: Camp Capicola, on Soquel Creek, four miles from Santa Cruz, washed out to sea, and only four

houses were left of the town. No lives lost. The Oroville railroad is submerged for a long distance; the damage cannot be ascertained until the water goes down. At Windsor, Sonoma County, 13 inches of rain fell in 70 hours. Much damage was sustained by the people in that vicinity. In Placerville, Eldorado County, in 24 hours, up to noon yesterday, seven and sixty hundredths inches of rain fell. From other places in the northern part of the State come almost incredible accounts of the amount of rainfall during the storm.

A dispatch from Santa Cruz says, eight Chinamen who were employed cutting timber for a mill company on the line of the South Pacific coast railroad near Dougherty's mill 14 miles from Santa Cruz, were buried alive yesterday by half a mile of mountain sliding down. Eighteen were employed and but 10 escaped.

WASHINGTON, 31.—The dispatch sent relative to the proceedings yesterday in the Senate Ponca committee meeting was obtained from official sources. The following statements with regard to that dispatch and proceedings which it embodied have been furnished by Senator Dawes of the committee and Walter Allen of the Ponca commission.

To the Public, The report telegraphed hence last night and widely published this morning of what occurred at the meeting of the Senate committee having under consideration the case of the Ponca Indians, which report is understood to have been furnished to the Associated Press by the Secretary of the Interior, is so far as it purports to represent the testimony given by the undersigned, not only incomplete, but grossly inaccurate, unfair and misleading, as will clearly appear whenever the committee publishes a full and true report. What motive a high official of the administration may have for thus assuming the role of a sensational journalist, and artfully attempting to prejudice public opinion, in advance of the official reports, with regard to matters in which the dignity, wisdom and honor of the Government are involved by his act, the public must judge.

(Signed)

WALTER ALLEN,
Member of the Ponca Commission.
WASHINGTON, Jan. 30.

As a member of the Senate select committee, charged with the inquiry concerning the removal of the Ponca Indians to Indian Territory, I was present at the meeting held yesterday during the examination of Messrs. Stickney and Allen, members of the Ponca commission appointed by the President. The report of the proceedings published this morning does not accurately represent either the substance or significance of the testimony given on that occasion according to my remembrance of what occurred and is published without the authority of the committee. These gentlemen were called before the committee, as I understand, at the suggestion of the Secretary of the Interior, who was present with his private secretary, and was allowed to examine them as if himself a member of the committee. The secretary brought with him manuscript copies of the report made by the commission to the President, and the evidence taken by the commission, or what he represented to be such, which reports and evidence are not in the possession of the Senate or committee. When the members of the committee requested to be allowed to see these papers from which he read and asked questions, he refused to allow them to pass from his hands. While Allen was being examined, but two members of the committee being present, he repeatedly protested against the unfairness of being submitted to such examination and against having his answers as to the authenticity and significance of certain selected portions of the report and testimony presented out of the relation to the whole, taken as a contradiction or impeachment of his judgment in view of all information obtained by him as one of the commission. Allen was not understood by me to criticize any portion of the report as "unfortunately worded," but when the Secretary of the Interior read a certain portion of the report giving it his own gloss, and questioned Allen about its meaning, he said if he had written that portion of the report, he might have worded it differently, but did not himself understand it as written to have the significance which the Secretary attached to it. Subsequently when a newspaper copy of