

BY TELEGRAPH

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

CHICAGO, 29.—The *Inter-Ocean* says: In the Iowa pool meeting yesterday, an important question came up. Roads running from the Missouri River to California have been in the habit of making contracts for 12 months from January 1st each year with leading shippers to the Pacific Coast, in which they were allowed greatly reduced rates. These reductions were made so as to prevent the Pacific Mail Steamship Co. from carrying the bulk of the business by way of Panama. Somehow or other the Eastern trunk lines have managed to secure greater *pro rata* rates from these reduced through rates than they are entitled to. The Iowa lines learning of this decided on steps for securing a better percentage for themselves, and reducing that of the Eastern lines. They appointed a committee comprising Commissioner Midgely and the general freight agent of each interested road to meet representatives of the Eastern trunk lines at a meeting to be held December 10, 11 and 12, when the question of the Pacific Mail contracts will be considered.

The following breezy note was received at the Associated Press office, in answer to a query addressed to the Rock Island office: "If Mr. Merrill's threat to run fast trains to St. Paul is carried out, the Rock Island will make up to the passenger in fare the loss he sustains in money. Time is money, and money in this case will be made to represent time."

(Signed) St. John,
Gen'l Passenger Ag't Rock Island Road.

Port Jarvis, N. Y., 29.—The express train on the Erie Railway, two hours late, ran into the rear of a freight train near Greenwood to-day. The conductor of the freight train was killed, and the engineer and fireman of the passenger train severely hurt.

CHICAGO, 30.—Messrs. Keep and Hughtt, of the Northwestern roads, and Porter, of the Omaha line, arrived this morning from New York. The Northwestern magnates declined any statement in regard to the existing war in the northwest, further than to express the opinion that it was far from a settlement. He said the present war had not grown out of matters of recent date, but was the result of grievances running back for a period of three years. He exhibited a letter written to one of his leading officers early in 1881, in which he forecast the present situation. The whole trouble, he says, grows out of reckless extension by the Milwaukee & St. Paul into the territory of other roads, and he does not hesitate to assert that his fight is entirely against this practice. In the action of the St. Paul road stockholders were not considered in these extensions, which have been largely into territory already occupied; that such extensions have been engineered in the interest of construction companies made up of persons interested in the management of the road, and when these extensions were completed, they used their influence in the directory to secure the purchase by the main line, at a handsome profit over the cost of construction, to the detriment of the interest of the general stockholder. These methods in which he charges the St. Paul road to be more guilty than the others, must, he says, by duplication, be unprofitable lines, and bring about a financial crash in a short time, unless checked. If the St. Paul road builds into this territory, for instance, where there is only business for one road, the result is two unprofitable lines instead of one paying line. To prevent this, he asserts, is the object of the fight, and avers that he will never listen to any proposition until this principle of territorial rights is fully recognized and a basis for their determination is established. He asserts that he has been waiting until fully prepared before going into the fight; that his road has sufficient surplus to pay the interest on its indebtedness for three years without earning a dollar; that he is prepared to carry on the war to that extent, if necessary, to establish the principle, which he deems necessary for the preservation not only of railroad interests but those of the entire country.

St. Louis, 30.—A dispatch from Dallas, Tex., says: Prominent rail-

road men connected with the Texas system who have just arrived from the City of Mexico say: It is stated there that the Mexican authorities are going to make a claim on the United States at the approaching session of Congress for Galveston Island, including Galveston City. It appears in the Mexican cession of the republic of Texas, Galveston Bay, which is north of the Island, was taken as the southern boundary of the ceded Territory, and the Mexican claim is said to be *prima facie* good. It is thought trouble and some international complications may grow out of this claim.

CINCINNATI, 30.—This afternoon, at the Coliseum Theatre, in the fourth act of the play "Si Slocum," Frank Frayne, in shooting the apple off the head of Lucy Slocum, personated by Miss Annie Von Behren, missed the apple and shot Miss Von Behren in the head. She died in fifteen minutes. Frayne was arrested immediately. The curtain fell and the play was stopped. The audience supposed the girl only slightly hurt. Frayne used a rifle of 22 calibre, and in executing the backward shot the catch snap of the weapon was imperfect and slipped as the hammer fell, and blew the cartridge out backwards.

OMAHA, 29.—The high license liquor law works well. Saloons are reduced in the city from 120 to 94. The dealers themselves are practically a constabulary to expose non-licensed vendors. In the State saloons are reduced two-thirds in number.

OMAHA, 30.—This evening, E. P. Shotwell, porter at the Occidental Hotel, got into an altercation with Henry Elberting, butcher by trade, which ended in provoking a street fight, and finally Shotwell, who was getting badly punished, drew his revolver and shot Elberting in the neck, inflicting a probably fatal wound. Shotwell surrendered to the police.

New York, 30.—It still snows and sleighing is fine in every direction, about eight inches covering the ground. This is the first thanksgiving day since 1854, that New York has had sleighing.

SAN FRANCISCO, 30.—A Victoria, British Columbia, dispatch says: The steamship *Idaho*, just arrived from Wrangell, reports that placer miners have stopped work on account of the sluice boxes freezing. The miners at Junction City have had a profitable season, and will make preparations to go on a large scale next year. New claims have been discovered on Douglas Island, and are reported very rich. It is reported that several new quartz mills will be erected next summer. The United States steamship *Adams* is still lying at her moorings off the town with all on board. A detachment of men are still stationed at Kittisnoo to prevent further troubles with the Indians.

BALTIMORE, 29.—Corporal Blucher, second artillery schoolmaster at Fort McHenry, a lineal descendant of the famous marshal, has been tendered by Baker Pasha a staff position in the Khedive's army. He has served as military attache of the German legion in Egypt.

NORWICH, Conn., 1.—Samuel Brushel, the last direct descendant of Uncas, chief of the Mohican Indians, died yesterday aged 37 years. He was a poor, besotted, ugly, deformed royalist. His funeral was conducted by white men alone, and was very impressive.

An Indian Territory special reports the capture of the murderers named Walker, Reynolds and Yorder, near Darlinger, after a sharp struggle, during which they were nearly killed. They had murdered a young man in Comanche County, Texas, and the officers have been in pursuit three weeks.

CINCINNATI, 1.—A Steubenville special reports the death last evening of Hon. J. D. Updegraff, republican congressman elect of the 17th Ohio district, at Mount Pleasant. The disease was stone in the bladder. He was treated for Bright's disease. The true ailment was discovered by post mortem to-night.

New York, 1.—A Washington special has this: It is learned from members of Congress who are already here, that it is the intention of the republicans to hold a caucus at both ends of the Capitol early in the session, perhaps next week, to arrange their programme for the session. The main issue will be the question of tariff reduction or revision; the unfinished contested election cases are to be left to the discretion of the committee on elections.

MIDDLETON, O., 1.—The explo-

sion of a paper mill boiler killed one and injured three.

PLATTSBURG, N. Y., 1.—William Heffernan, master mason, was killed, two persons seriously injured and James Murray mason supposed drowned in the Saranac river by the fall of a derrick while bridge building.

NEW YORK, 1.—Arrived the *Ethiopia* and the *Gellert*. The latter is a vessel at one time supposed sunk in a collision in the English Channel.

CLEVELAND, 1.—Saturday night, according to reports just received, the house of Israel Wagar, a wealthy farmer at Rockport, near Cleveland, was entered by burglars and \$20,000 worth of notes, cash and jewelry taken. No clue to the robbers, the story having foolishly been kept from the papers.

CHICAGO, 1.—A New York special says: A brother of Henry Ward Beecher, James Beecher, is in Middleton Insane Asylum, under treatment by skilled physicians for trouble approaching insanity, but which his friends hope is only mental prostration brought on by overwork in the last few months among the poor in Brooklyn.

WASHINGTON, 1.—Rear Admiral Wyman, U. S. Navy, was stricken with paralysis this morning, and he is in a critical condition.

Little hope is entertained to-night of the recovery of Admiral Wyman, stricken with paralysis to-day.

Democratic congressmen are pretty well agreed democrats this winter should try to prevent action on the tariff until they get control of the House.

Minneapolis, 1.—A certain canvass of the legislature for the seat of Windom for U. S. Senator shows he will surely receive 82 out of the 103 republican votes, and perhaps more. Dunnell will get 12 only. Seventy-six votes are required to elect.

Washington, 1.—Senator Lamar is unreservedly severe in his hostility to the attempt to refuse Kellogg a certificate of election to Congress in Louisiana. He says it will hurt the democrats greatly to indulge in such tricks.

The convention of Labor Unions elected Alexander M. Kennedy president, J. H. O'Brien secretary. A committee of seven will represent the workingmen before the convention.

Nimmo, chief of the Bureau of Statistics, giving a clergyman some facts for a Thanksgiving sermon, writes that the corn crop this year is estimated at 1,680,000,000 bushels, against 1,194,916,800 bushels in 1881. The latest estimate of the wheat crop for 1881 is 500,000,000 bushels, against 380,280,090 in 1881. Value of domestic exports for the fiscal year ended June 30th, \$733,239,632, against \$882,925,017 during 1881; a falling off of \$150,686,215. This is due almost entirely to the failure of the crops of the country during the season of 1881. The imports during the fiscal year were \$54,639,574 larger than during any previous year in the history of the country. Number of tons transported on the leading railroads of the United States the last fiscal year 96,683,160, against 84,199,255 tons during the preceding fiscal year. Railroad mileage of the United States January 1st, 1882, 91,813 miles.

The Western Union, the company which owns the principal part of the telegraph lines in the United States, increased its number of miles of wire from 233,534 in 1880 to 374,294 in 1882. The wires operated by that company would reach 15 times around the world.

The Garfield Board of Audit have virtually concluded the consideration of all claims. The difficulty in regard to the claims was the physicians' bills were so much in excess of the appropriation of \$75,000. All allowances are agreed upon, but will be withheld for a time.

The bonds surrendered to the United States by the executors of the Lewis will, amounting to \$950,000, are not included in the reduction of the public debt for November.

WASHINGTON, 1.—The President has the following communication from Prof. R. Stone Wiggins, L. L. D., astronomer of the Canadian finance department, under date Ottawa, Nov. 27: On the 2d of September last I announced through the Canadian press that a great storm would occur in March next; that it would first be felt in the Northern Pacific, and would appear in the Gulf of Mexico on the night of the 7th, and being deflected by the Rocky Mountains would cross the meridian from the west at noon on Sunday, March 11th, 1883. No vessel, whatever her dimensions will

be safe out of harbor, and none of small tonnage can hope to survive the tidal wave and fury of this tempest as the wind will blow from the southeast and its force will be sufficient to submerge the lowlands of the American coast, and especially those bordering on the Gulf of Mexico, and washed by the Gulf Stream, while the air currents for several hundred miles along the east side of the Rocky Mountain range, owing to the great atmospheric pressure in those regions, will spread universal destruction. The New England States will also suffer severely from the wind and floods. No points outside the harbor in the whole area of the Atlantic, especially north of the equator, will be a place of safety, for this will be pre-eminently the greatest storm that has visited the continent since the days of your illustrious first President. In view of this event, therefore, I take the great liberty of representing to your excellency the advisability of ordering all United States ships into safe harbor not later than the 5th of March, till this storm be passed.

Wiggins' standing as a scientific authority, is somewhat doubtful.

CHICAGO, 30.—Commissioner Midgely of the Southwestern Railway Association, has just issued the following relating to business to and from El Paso, Southern Mexico, and Arizona: Commissioner's circular No. 17, dated Feb. 11th, 1882, authorizes the use of the El Paso, Arizona and New Mexico classification between Chicago or Mississippi river points on business carried to or from El Paso, Southern New Mexico and Arizona. This rule will apply, however, only in cases where the classifications of this association exceed the one above referred to. It is not intended freights to or from the territory described shall be charged at more than established local rates.

Commissioner Midgely says there is nothing whatever new about the war to-day.

Managers of the warring roads will meet in the office of the Northwestern road to-morrow. President Porter, of the Omaha lines, says he will be present, but will not budge from the position taken by him that the matter of territorial right must be settled before he will listen to any propositions toward restoration of rates.

CINCINNATI, 1.—To-night, near Falmouth, Ky., a passenger train on the Kentucky Central road, collided with a freight. Engineer Ben Early and fireman Wm. Gray of the passenger train were killed. A number of passengers, it is rumored, are more or less injured.

STANDING ROCK, 1.—The Sioux Indian Commission signed an agreement with the chiefs for a reduction of the size of their reservation. The agreement provides for furnishing the Indians with cattle, farm implements, schools, and artisans. The northern boundary of the reservation is Cannon Ball river: east, the water line of the Missouri; south, Grand River, and west the 105th meridian. This gives in round numbers 60 miles of river front of average width of 35 miles. The number of Indians now at Standing Rock is 3,500, but an increase of 1,200 is expected from the Crow Creek agency and Sitting Bull and his band, when the military authorities see fit to release them.

A Richmond special says: An insult was given to Senator Riddleberger by Capt. Page McCarthy and the anticipated duel between them has been the subject of excited comment to-day. Captain McCarthy is still concealed near the city and friends here, it is understood, have his address and every convenience for affording Senator Riddleberger an opportunity to send a challenge should he desire. It is understood that Riddleberger has not availed himself of the opportunity. Riddleberger will leave the city for New York where Senator Mahone is now sojourning, but whether he goes to seek advice of Mahone is a matter of conjecture. The anti-Mahone men are chuckling over what they regard as Riddleberger's back down. It is supposed that McCarthy will remain in hailing distance of Richmond as long as Riddleberger is hereabouts, and then return to his post at Washington. The Mahoneites are not inclined to talk about the affair. McCarthy's reflections in his paper upon Riddleberger are the cause of the trouble. McCarthy was a principal in the Mordecai duel in 1873, when Mordecai was killed and McCarthy desperately wounded.

CHICAGO, 2.—The following interesting and bitter letter is furnished

for publication by the *Minneapolis Tribune* which gets it via Washington, from the brother of Jerome J. Collins, now in Washington. This brother, who has presented his facts before the *Jeannette* board of inquiry, felt that injustice was done him and his brother's memory when this letter to DeLong, found among the effects of Collins, and which is now in the possession of the Navy Department, was admitted as testimony. The letter is as follows:

I return herewith the slip on which you require a number of thermometers duly marked X X X. Permit me to express some surprise that the occupant of the position of meteorologist on this expedition does not come under the operation of your strict rule of official courtesy, respect for which in all transactions you requested with so much emphasis a little while ago. The contemptuous disregard for my personal feelings as a member of the expedition exhibited in several ways and from time to time by yourself and your fellow officers, I can well afford to pass as unworthy of notice; but in my capacity as an employee of Mr. Bennett, and a recognized entity in the official personnel of the expedition by the Hon. Secretary of the Navy, I regard every act of discourtesy, official and personal, as an infringement on my rights, expressed or implied, by the fact of my appointment. As the new year is about to begin, it is of vital importance to me in many ways that I should assert the position I am to occupy in relation to that work, to you and the other gentlemen associated with you. I have been aware from the commencement that the standing you were willing to accord any civilian appointed to take part in scientific work is "mere accessory," to use the expression you employed to a reporter of the *Washington Post* in April, 1879. This was the way in which you endeavored to give force to the statement that all the scientific work required would be done by the officers of the navy. Mr. Bennett, when asked about this, said you must have been misreported. Mr. Connerly declared you never used such language. On these assurances I decided to come on the expedition, fully expecting to feel at home with a number of men who were said to be incapable of selfishness or injustice. When at San Francisco it was very easy for you to tell me that you intended to do thus and so regarding the particular work I was sent to do, and which came under the general head of physics. A competent man was employed to take charge of the collection, etc., of natural history and ethnological specimens at the Academy of Sciences. I made some rambling remarks which I based on the supposition that I was more than a mere accessory. Nothing in your conversation gave me any ground for believing otherwise, although you had ample opportunity to enlighten me, until during a general conversation held in your rooms at the Palace Hotel, in the course of which interviewing by reporters came up, and you endorsed a lady's statement that the *Washington Post* interview was accurately reported. In a moment I saw I was in a trap; not in a trap set by you, for you did not want anybody but navy people with you, as your manner of acting plainly showed. I hoped for honor in coming to the Arctic and also profitable information. I volunteered to come, leaving behind me a happy home. I volunteered on what was believed to be an enterprise full of danger, and herein lies the big tooth of the trap. I could not under any circumstances, for any cause almost, retreat from my post without incurring the slur of cowardice, which you know would only be too readily readily cast upon anyone who backed out at the last moment. Had you told me the day before we sailed that I was to live in the fore-castle and have the work of any ordinary seaman, instead of being treated as a member of the cabin mess, I doubt if I could have gone back. You had it in your power to heap or permit to be heaped, any amount of disrespect upon me, socially and officially, and I am as a man with his hands tied. I cannot retaliate; I can only retaliate by silence. Three several times you have threatened me with an exaction of obedience, "if it took every man in the ship," when I laid before you the facts of one or two cases in which I felt aggrieved by others. You became at once the ologist of one party, and did not wish to hear anything about the other. Latter