

## BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

WASHINGTON, 2.—It is universally conceded to-night that the electoral count resolution, which passed the Senate this afternoon, will promptly be acquiesced in by the House of Representatives; hence, there is no longer any assurance of an extra session of Congress, which lately has seemed imminent, by reason of the threatened indefinite consumption of time in wrangling and filibustering over this question; and all parties rejoice that the ordinary work of the session may now proceed without undue interruption.

The river and harbor bill has been substantially completed by the House committee on commerce, and will be reported to-morrow.

Senator Booth, to-day, introduced a copy of the bill introduced in the House of Representatives, last year, by Delegate Campbell, and recently reported favorably from the House committee on territories, to annul the act of the Arizona legislature requiring Maricopa and Yavapai Counties to issue bonds to the amount of \$400,000 in aid of the construction of a railroad from the line of the Southern Pacific Road to Prescott.

Senator Farley, to-day, introduced a copy of Delegate Campbell's bill appropriating \$50,000 to establish an assay office in the Territory of Arizona. The measure was reported favorably from the House committee on coinage last session, and it is now on the House calendar, awaiting action in its turn.

The Senate military committee, to-day, reported favorably on the bill which passed the House last December, to place the Montana volunteers, who served with the United States troops in the Nez Perce war, on the same footing as if they had been regularly mustered into the service, and to have such rights accrue to the heirs of those citizens who were killed in action.

The report of Professor Rodgers of the coast survey, in favor of Trinidad as the best site for the proposed Pacific Coast harbor of refuge, was received by the Senate to-day, and referred to the committee on commerce.

CHICAGO, 2.—The *Tribune's* Washington special says: A gentleman who has closely followed the Ponca question says the entire agitation is a railroad scheme to obtain possession of the Indian reservation west of the Mississippi. Tibbles is no pure philanthropist. At the time he took the first step in the matter, prominent counsel and other officials of the Union Pacific Railroad stood in the background directing his movements. At this time the wrongs of the Poncas had long before been fully set forth to Congress by the Secretary of the Interior, but no attention had been paid to his requests for authority to reimburse these Indians for the damage done their property. The first step of the Union Pacific Railroad people was to sue out a writ of *habeas corpus* for some Ponca Indians who had been arrested for being off their reservation, and obtained a decision of a subordinate court to the effect that the Indians had the right to leave their reservation. As a second step the railroad company instituted suit ostensibly to test the title of the Ponca Indians to their reservation. It is easily seen if these cases could be pressed to final decision by the Supreme Court, and favorable action be obtained upon each, the reservation system of government would be broken up and the rights of Indians to dispose of their lands be established. From these decisions of the courts, and to full possession of the best portions of immense tracts of Indian lands would be a short road for powerful railroad corporations. At this point the shrewd device of rousing eastern philanthropists and obtaining their services to further this gigantic scheme of land speculation began. How well this scheme has succeeded in rousing the large body of earnest, active, honest, philanthropic people the country well knows. The movement is a credit to their hearts, but it seems incredible that gentlemen as intelligent as those who have rendered the Union Pacific road most valuable services, could have been so deceived and so used for the purposes with which none of them can possibly have the least sympathy.

*Tribune's* London, Ontario: It is probable the genuine and only original Charley Ross is discovered on

the farm of Joseph Bonn, a German. He was taken from home one day by two men in a buggy, and remembers nothing more until he arrived among the Indians, except crossing a river, probably the Niagara. He was placed in an Indian family and cruelly treated and beaten. He fled after many adventures last October, came to Mr. Bonn, who refuses to give him up except to his father.

ST. LOUIS, 2.—For several weeks the small-pox has been raging with great fatality in Jefferson Union, Dakota, a settlement distant from this city about 12 miles. A strict quarantine has been enforced against the community, and the disease has not spread beyond the settlement, though it has played sad havoc there. The settlement consists mostly of Canadian-French, and when the disease first broke out they, in their ignorance, were unmindful of its contagious character, and funerals were held public and attended by the whole population, as the settlers are really of a kin. In this way the disease spread rapidly and neighboring towns were quarantined. The people have been isolated nearly a month, with no mails, trains being instructed not to stop. Settlers are getting restless and threaten to break the quarantine. There are over 90 cases, 32 fatal, and only six have recovered. The scourge is now growing less virulent. Whole families have been swept away by the disease, and in many instances the dead have been left unburied for days through fear or inability to obtain help to inter them. At present the scourge is confined within its present bounds. No cases have developed in this city, though it is related that cases are reported in several towns in Southern Dakota. The disease is said to be the black small-pox, and it is thought to have been communicated by a party of Russian Mennonite immigrants, who passed through this city to Yankton, Dakota, several weeks ago.

NEW YORK, 2.—The *Times*' Washington: It appears from an examination of the concession made by the Mexican government to Captain Eads, that the subsidy clause is not the only objectionable feature of the bill which he is having Congress to pass. In consideration for the United States guaranteeing the payment of six per cent. interest on the \$50,000,000 of bonds the bill proposes to allow Congress to provide certain regulations in reference to the general management of the company and the operation of the ship railroad, as to the tariff of charges for freight and passage. By the terms of the Mexican grant no such concession as are proposed by Capt. Eads can be made without invalidating the Mexican grant. The government of Mexico retains exclusively for itself the right to do all that Eads proposes shall be done by the government of the United States. Among other things, the Mexican concession provides that no tax or contribution of any kind shall be levied upon the capital stock of the company or its property, nor upon its lands or buildings indispensable for the service for the railway, sums of money which it may be necessary to remit abroad for the purchase of material necessary for the operation of the road, as well as for the payment of interest and dividends, are made exempt from export duty. But the Mexican Government reserves the right to assure itself concerning the disposition of the money so exported. Article 11 of the concession conferring authority to collect tolls, prescribes the maximum rate of tolls which shall be charged for freight and passengers, and also provides that silver in bar or coined, gold in bars, in dust or coined, jewels or precious stones, shall pay one per centum of their value, and confers upon the company the right to seize and detain any vessel in case the owner or agent fails to declare that these articles are carried until payment of ten per centum is made in the shape of penalty. Article 14 binds the company to carry gratuitously all written or printed matter dispatched by the Mexican Government and to transport without charge the troops and employes in the public service, vessels and all things belonging to the Mexican Government. Article 15 provides, "The passage over the railway shall be free to the vessels of all nations not at war with Mexico, the government of the Republic binds itself not to close to the commerce of any nation the ports of the railway during the time of this concession except in case of war."

It will be noticed that there is no exception made in articles 14 and 15

of the concessions in favor of the United States, and that if the United States and Mexico were involved in war, Eads would be bound to carry the vessels, troops and war materials of the Mexican government, free of charge, and that it would be competent for the Mexican government to close the ports of the railroad against the United States during the continuance of war between the two countries.

Article 17 forbids the company to exercise any power or privileges in relation to the issue of bonds or other guarantees that may be in conflict with the provisions of the law of Mexico, and the second section of article 25, specifically provides that for granting to the United States these concessions, which Captain Eads has proposed in his bill, the Mexican grant shall be null and void. The section alluded to, prescribes, in distinct terms, that for alleviating, transferring, or mortgaging this concession or the rights derived from it to any foreign state or government, or for admitting it as a partner, the concession made by Mexico shall be void. Under this section a contract such as Eads proposes with the U. S. would make his grant from Mexico absolutely worthless. In order to enforce the abrogation of the concession as provided by article 25, it is provided in the succeeding article of the concession that, "If the violence should have been caused by the alteration of mortgage or transfer to a foreign government or because of its becoming a party in addition to the working of the nullity of the act or the voidance of the present contract the nation shall enter at once into possession of the control of the road, its accessories and lands without the company having the right of indemnification of any kind."

That the Mexican Government in making the concession to Eads, determined to maintain absolute control of the proposed railway is shown by article 23, which reads as follows: The company shall be Mexican even though some or all of its shareholders be foreigners, and shall be subject exclusively to the jurisdiction of the tribunals of the republic in all matters of which the cause of action may take place within the territory. The company itself, as well as all foreigners, and their successors taking part in the enterprise, whether as shareholders, employees, or in any character whatsoever, shall be considered as Mexicans in all things relating to the company, nor can they even allege with regard to title or property and other matters connected with the company, rights as foreigners under any pretext whatever. They shall have those rights and the means of making them valid which the laws of the republic offer to Mexicans, and consequently be subject to interference on the part of foreign diplomatic agents.

It will thus be seen by the very terms of the concession made by the Mexican Government, that Eads is asking the United States to contribute money for an enterprise, which when completed, would be entirely under the control of the Mexican Government, and which could not only be used by that government against the United States in the event of war between the two countries, but which would become the property absolutely of Mexico, by reason of the very contribution which Eads is soliciting from this government.

The *World* says of Hayes' message to Congress: In the actual condition of the canal question, and in view of the possibilities, not to say probabilities of serious political complications which are now involved in it, the step which Hayes has taken is absolutely essential to the performance by this government of its duties to our people. The only criticism possible to be made upon it is that it ought to have been taken at least two years ago.

SPRINGFIELD, ILL., 3.—The house, in the morning, adopted the following resolution by a strict party vote, without debate, republicans ordering the previous question, and all voting for the resolution:

Whereas, The people of the State of Illinois feel just pride in the illustrious, cool and most distinguished citizen of this State, General U. S. Grant, and regard with pleasure the needs of honor and glory which have been bestowed upon him throughout the civilized world, and

Whereas, His civil and military services have conspicuously tended to add to the lustre and renown of this nation, with its pages of history, and

Whereas, Victors, so marked

and distinguished, have been in all nations and in all ages accorded specially, by national authorities, therefore

Be it Resolved, By the House, the Senate concurring herein, and in behalf of the State, that our senators in Congress be instructed, and our representatives be requested to use all honorable means to secure the passage of a suitable law for the retirement of Ulysses S. Grant, with the rank of general, and we commend the action of our senators and representatives, who have favored the passage of such a law.

Resolved, That the Secretary of State be and is hereby instructed to forward copies of these resolutions to our Senators and Representatives in Congress.

SAN FRANCISCO, 3.—The rain continues throughout the northern and central portion of the State, extending from the Sierra Nevada to the Pacific Ocean. The rainfall increases as the storm continues. The rain was heavy in Shasta to-day, falling at the rate of one inch an hour. Several cloudbursts occurred in that country, doing considerable damage, but fortunately no lives were lost. No approximation of the losses there can be made at present. Dispatches from Sierra County say that both the north and south forks of the Yuba River have been unprecedentedly high for the last 24 hours, and the freshet will reach Feather River some time to-night. The situation at Sacramento is critical, and to-morrow may see the place under water. The American River is rising fast and the Sacramento River slowly, and as the country all around Sacramento city is now under water, the immense floods coming from Upper Sacramento, Yuba and American Rivers, it is feared, will be enough to overflow the levees that surround that place. A dispatch from Courtland, at 6 p.m., says that section will be flooded to-night sure. This is the last level district of any size along the Sacramento from Colusa down to the mouth, that has withstood the waters. Some damage is reported from high water along the upper branches of the San Joaquin River, and the main stream is high. It has been raining in the San Joaquin Valley this afternoon, which is expected to raise the river somewhat, but no apprehensions of a flood are felt on the lower part. It has been raining in San Francisco and vicinity since noon to-day, at times heavily.

NEW YORK, 4.—The *Herald* says: As the plan for sending an expedition to the aid of the *Jeannette* is so rapidly crystallizing and Congress is likely to complete the necessary legislation for carrying it out immediately, it may not be amiss to suggest the necessity of care in the selection of the relief ship. On this subject no one has more carefully reflected than Lieutenant Payer, of the Australian arctic expedition, who recommends vessels of not more than 300 tons as the best suited for all polar work. In choosing the ship now to go in search of the *Jeannette* the possibility of her detention one or two winters in the Arctic ought not to be overlooked, and consequently the importance of making her comfortable as well as safe, since a ship in the arctic sea ceases for the term of a year to be a ship, and becomes in fact a house. Says Lieut. Payer: "The principle of bestowing on those who are for a time banished the greatest possible amount of comfort should be kept in view when she is being fitted out. The government steamer *Wachusett* would, no doubt, admirably fulfil this condition, and perhaps other naval vessels could be found that would serve every purpose of a relief expedition. It is not so clear that a steam whaling ship would do as well. Whaling vessels are not built with a view to wintering with a large crew in high polar latitudes, as the relief vessel now to be dispatched may be compelled to do, and though exceptionally strong adaptability for polar exploratory service is apparently not so well proved as that of the ordinary merchant ship. There can be no objection to choosing a good merchant steam vessel which by strengthening can be made both stout and comfortable. But whatever selection is made it may be proper to suggest at once that she should be suitable for a two years' cruise in the roughest ice and combine accommodations for the maximum comfort of a crew which is practicable and room for scientific work on board."

WASHINGTON, 4.—There was quite a scene in the House yesterday owing to Davidson, of Florida, taking Bisbee to task for accusing him of getting elected by fraud. David-

son took occasion to attack the republican party fiercely, and was called to order by Conger, Hank and the Speaker. Bisbee made a spirited response and the matter dropped.

The President will to-morrow transmit a message to Congress in regard to the relief of the *Jeannette*. Sec. Goff has concluded that a steam whaler, fully adapted to the work, can be purchased for \$100,000, or the *Wachusett* can be purchased for \$25,000, and refitted for the navy at the same cost. The President will submit the alternative to Congress with the reasons of Sec'y Goff.

The *Times* commenting on the speedy ratification of the consolidation agreed to by the telegraph companies yesterday, says: It is in large contrast with the dilatory conduct of the Senate at Albany, which postponed a clause on the bill passed in the assembly on Wednesday by referring to a committee, with a view to hearing it some time next week. This course appears to have been taken at the instance of the counsel of the telegraph companies, and for the purposes of allowing the consolidation to be fully effected. Herein the Senate has given one more evidence of its subserviency to the great corporations of the State. When their interests come in conflict with those of the people, there is little hope of protecting the public interests by fostering competition in the general business of telegraphy. A bill has been introduced in the Assembly limiting the rate by law to the lowest point charged by either company before the consolidation, which reminds us that the power of the State to regulate the conduct of the corporations which it has created and upon which it has conferred valuable franchises, still limits what may be done in this direction, and how effective it may be made, are questions for careful consideration.

WASHINGTON, 4.—The President, to-day, sent to both houses of Congress a communication received by him from the Secretary of the Navy relative to the despatch of a vessel in search for the *Jeannette* polar expedition. In this letter, which the President commends to the favorable action of Congress, Secretary Goff says: I have considered the letter of Chief Justice Daly, president of the American Geographical Society, relative to a relief vessel for the *Jeannette* polar expedition. The propriety of sending such a relief expedition is fully concurred in, and we need therefore examine the means only to be employed. Judge Daly suggests the *Galena*, now in the Mediterranean, as a vessel suitable for this expedition. It is unnecessary to say that any naval vessel destined to be sent on such a service must have her battery removed, undergo extensive strengthening and alteration to prepare her to encounter the ice; that the crew must be reduced to the number deemed just sufficient, that they must be equipped at the expense of Government with furs and other clothing adapted to the regions of arctic winter, and provision for the period of a year or more, with food of a character not found in the navy; return and carry besides the surplus for relief purposes. A naval vessel thus transformed would lose the destructive features of a man-of-war, and yet not be well calculated for a polar expedition. To start the *Galena* on this service, supposing her to push forward via the Suez Canal, Hong Kong and Petropoli, through Behring Strait to Herald Island, she would have to traverse a distance of some 12,000 miles, requiring 91 days at sea, and at least 44 days in port for replenishing her coal supply, or a total of four and a half months, and this, in addition to making any allowance of time for the preparations above indicated as indispensable. Supposing her to start at once, she could not reach Herald Island before June 15th, while it is admitted that she should properly reach that place fully equipped by July 1st. This could not be done. The *Galena* then, no matter how well she may be adapted for the expedition, is not available. The navy has, however, in the Pacific, a vessel, fully as well adapted as the *Galena* for such relief and search expedition. This vessel, the *Wachusett*, is now at Panama, and will soon be on her way to San Francisco. She is a screw steamer, 1,157 tons displacement, carrying in her bunkers 190 tons of anthracite coal, and consumes a full power of 30 tons per day, or half the power 16 tons. Should it be deemed expedient to select this vessel for the relief expedition no time should be lost. She must be hastened to the Mare Island navy yard, and the work of