

## BY TELEGRAPH.

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## AMERICAN.

WASHINGTON, 27.—Although the republican caucus to-day postponed definite action upon the question of breaking the deadlock by means of holding an executive session, there is little or no doubt that an arrangement for transacting part of the accumulated executive business will be effected very soon. It is conjectured that the underlying motive for this temporary postponement of action is to afford time for a conference between the republican leaders in the Senate, on the one hand, with General Mahone as chief of the Virginia Independents, Congressman Jorgenson as the leader of the Virginia straight republicans, and President Garfield as the dispenser of Federal patronage, on the other hand, with a view of arriving at a harmony of opinion and concert of action in regard to what appears to be principle in the question involved. It is understood that Senator Miller emphatically informed his republican associates in the caucus to-day of his opinion as to the necessity of holding an executive session at a very early day for the purpose of ratifying the Chinese treaties and it is said he plainly intimated his fixed determination to obtain one by some means or other, but he was subsequently satisfied, as were also all the other advocates of breaking the dead-lock for the transaction of executive business, that a postponement of the caucus action for a few days will really promote the attainment of this subject, while at the same time it will probably secure greater harmony of feeling in the party ranks.

Senator Farley, to-day, says he has concluded to abstain from offering any amendments to the Chinese treaties, and will make no opposition to their ratification in their present terms, without amendment. He still thinks they are of no practical value, but he is satisfied that the anti-naturalization amendment would be unnecessary and the Chinese could be naturalized if our laws permitted the naturalization of men of their race, whether the treaty referred to the subject of naturalization or not, and, on the other hand, so long as our naturalization laws deal only with races the "favor nation" clause in a treaty cannot be held to confer any rights of naturalization upon the subjects of any nation, except so far as they come within the color lines prescribed by law. The case of the naturalization question is the one which Senator Miller has steadfastly held from the first and which he has fully prepared himself to maintain in the Senate if it should come up for discussion in that body. The prompt ratification of the treaties may now, with still more confidence than heretofore, be regarded as certain to take place at an early day.

In the morning republican caucus, Hale led in advocating an executive session, Hawley, Sherman and others supporting him. Senators generally were non-committal. Logan was willing, provided republicans would not surrender any point of the pending fight. This seems to be the prevailing idea. The caucus reached no conclusion, and met after the 2 o'clock adjournment of the Senate. Evidently there will be an early executive session, possibly to-morrow, but republicans will refuse to surrender their present fight. Democrats believe one executive session will break the republican ranks and cause an early adjournment.

It is entirely untrue that Platt has deserted Conkling. They will stand together. Conkling intends to bring on the Robertson fight as soon as possible, and believes he can win it. Democrats are being urged by ex-Senator Eaton, Conkling's friend, to vote against Robertson, and do all to help Conkling.

President Garfield has appointed the following government directors of the Union Pacific Railroad Company for the ensuing year: S. T. Everett, Cleveland, O.; R. H. Barber, Racine, Wis.; Charles B. Peck, Port Huron, Mich.; Geo. W. First, Omaha, Neb.; and A. Kountze, New York.

NEW YORK, 27.—At a meeting in the office of J. & W. Seligman, yesterday, J. & W. Seligman, Drexel, Morgan & Co., and Winslow, Lanier & Co., representing the American committee of the Panama Canal Company and Trenor Park, president of the Panama Railroad Company, an agreement for the sale

of the Panama Railroad to the Panama Canal Company was substantially perfected, and will be formally ratified to-day. It is understood the price is not far from the market price of the stock, about \$240 per share. There are 70,000 shares.

McCullough, of the Panama road, this morning stated to a *Commercial* reporter that the talk was merely of an informal character. No decision had been arrived at, and the announcement that the transfer had been already made was premature. He declined to express an opinion positively whether the change would occur. On the street, however, it was reported that all negotiations had been closed in DeLesseps' interest.

The *Post*, third edition: Panama stock has advanced on purchase of 225 shares, from 240 to 260. There are negotiations now pending for the transfer of a controlling interest of this company to the Panama DeLesseps Canal Company, but a banker interested informs us that nothing has been concluded, and that the announcement made this morning was premature.

The *Herald's* cable has the following from a speech made by Dillon to-day: He would mention a case which had not yet reached the papers. The other day an eviction was going to be carried out in his county by 40 police. They found the door barricaded. A priest stood by and said he would not interfere, but he thought it his duty to inform the police that at the first blow they struck five or six of them would be shot, as men were inside with loaded rifles. The police held a consultation and returned to Nenagh. If evictions were carried on in a large scale in Tipperary the police must be prepared for fighting and resistance. The people would resist, and the next time a man was shot in Ireland for refusing to leave his home peacefully, the verdict would be "wilful murder," not against the policeman who shot him, but against Mr. Gladstone and Mr. Forster.

A Paris cable says: General Ritter dislodged the Kroumiers at Dambella and Hadeba yesterday driving them towards Cuddjenau Valley. Gen. Vincandon reached the summit of the hills on the right of this valley, and took up a strong position on a plateau. After several engagements with Kroumiers, in whose ranks several Tunisian cavalry and infantry were observed, the French lost two killed and 15 wounded. The fort on Tabanca was only occupied by marines. The weather prevents the landing of the column opposite the island. The Bey has requested the Porte to send Ottoman commissioners to Tunis. A correspondent with the troops, telegraphs that after the capture of the city of Kewf, Gen. Logert will march on Beja, where he will be joined by Gen. Forgemont. The troops will then advance upon Tunis, leaving combined Generals Ritter and Vincandon the task of chasing the Kroumiers.

Nine persons were arrested at Constantinople for complicity in the murder of Sultan Abdul Aziz, including the Hungarian renegade, who was his physician, Mehmed Ruchdi Pasha, grand vizier at the time of the assassination, has been summoned to give evidence. The Turkish ambassador at Berlin also will be summoned. The trial will be public.

One hundred and ninety-seven Mormon men, women and children, landed to-day from the steamer *Wyoming*, en route for Salt Lake. They are chiefly from Scotland and Wales. One of the Elders in charge of the party said this year's emigration from abroad for Salt Lake, will probably reach 10,000. Some of them will go to Ogden, and others to Salt Lake City, and again others will go to our colonies in Arizona and Wyoming, where most of them have friends. Our next party will arrive here next month, and will be followed by another in June.

ST. LOUIS, 27.—It is understood now that cars will begin to run to-morrow under the police protection, who will use force if necessary. The strikers adopted resolutions last night deprecating riotous proceedings, and stating they will aid the police in preserving order. They intend to establish lines in opposition to the car companies.

Evening.—The police and car companies have an elaborated plan to insure the safe running of cars to-morrow. It contemplates plenty of policemen, duly instructed to use the club freely in breaking up crowds, and if necessary to use the bayonet, powder and ball. Three lines will be started. The strikers to-day, at a meeting, bitterly de-

nounced the press for deriding their cause.

ST. LOUIS, 27.—Officers of the steamer *Bald Eagle*, from Alton, report the old levee above Madison, Ill., about 20 miles north of here, has been washed away; that water was breaking over the new levee, and inundating the farms on the American bottom in that vicinity; also that Venice, about five miles north of East St. Louis, on the Illinois shore, is surrounded by water. The water has risen there about four inches since last night, and is now very close to the danger line. A few inches more rise will entirely submerge a large part of the wharf. Some of the railroad track in East St. Louis is covered with water in places, but no particular damage is yet reported on either side of the river.

ST. PAUL, Minn., 27.—The river rose steadily all night, and stood 17 feet eight inches. Throughout the forenoon the rise has been more slow, and it is supposed the crisis is nearly reached. No unusual result above the mouth of the Minnesota is reported. The Minnesota is falling. It is supposed the chief volume of water has passed here. Some trouble is anticipated below, however. At noon nearly the whole of West St. Paul flats was covered with water, no ground being visible except at the bottom. All that can be seen is the top of submerged willows and houses whose foundations are under water. The island in the middle of the river is under water. The bridge is wholly covered with water; as are the lower floors of most of the houses on the flat, and the inhabitants have either moved out or taken refuge in upper floors. The only communication from house to house is by boats. There is little current on the flats, and the damage will be confined to wetting household goods, and perhaps some dwellings. Only one small house is known to have fallen so far.

Council Bluffs, 27.—The water is receding rapidly, and in a week the roads will be all right and running on time as usual, unless further floods intervene. Citizens are grateful at the wonderfully small amount of damage done in the city. Its canal can be easily repaired, and there have been no fatalities.

ST. PAUL, 27.—The river is slowly rising all afternoon, and fears increase that the worst has not yet come. It is now three feet above the last June rise, and there is a new report of a rise in the Minnesota River; and at other points of the river equally discouraging news comes. The water is pouring in the second story windows on Main Street. The Minneapolis & St. Louis track is covered out of sight. Business is at a complete standstill. There is no dry land between the channel and bluff except a single embankment over which the bridge runs. The water is hourly committing new ravages.

ST. JO, Mo., 27.—The river at this point is 22 feet 6 inches above low water mark and rising slowly. Many families have been rescued from their inundated houses in the bottom lands during the day, generally in a destitute condition. It is reported that Charles Mann and two women were drowned near Craig, to-day, in attempting to escape the flood in a small boat.

SAN ANTONIO, 27.—Parties from Laredo say that great trouble is imminent from a conflict between the Mexican National Construction Company and the Mexicans engaged in running skiffs across the Rio Grande. The latter say the building of the railroad bridge will deprive them of their business and they will not submit. The opposition of this element has aroused others, and quite a strong feeling against railroads has sprung up with the masses.

GALVESTON, 27.—The steamer *Aranas* has arrived from Corpus Christi, and brings Gen. Palmer and other members of the Mexican national company from Northern Mexico. The captain of the *Aranas* reports 12 vessels between Corpus Christi and Galveston, loaded with railroad material for this company. Gen. Palmer says he now sees no reason why the company should not have its tracks completed to Laredo in June, to Monterey, 336 miles from Corpus Christi in December, and to San Luis Potosi by the close of next year. A meeting line is being built by the same company from the City of Mexico, northward. There is very heavy work on the latter section, and the heaviest work, including two difficult tunnels, will be completed and the road open to Toluca early in July. He says the blasting business awaiting the Toluca division is heavy, and he believes from

the day the line is opened, the traffic per mile will exceed that of the Denver and Rio Grande Railway, of which he is also president.

A Dallas special says: Chief Engineer Marvin, of the Missouri Pacific, said in an interview, it was a published fact that the Missouri Pacific will be built to Galveston; the line now being located from a Virginia point to Rrandon or Galveston. The Vicksburg and San Antonio railroad survey from Waco to the International and Great Northern road is completed from the international lines and will be run to the mouth of the Brazos and Aransas Pass. The latter survey is to be made in six weeks. If the road goes to Aransas Pass, it will connect the Palmer and Sullivan system at Corpus Christi, via the Noniland around Aransas Nevas and Corpus Christi Bays. Track laying on the Missouri Pacific from Fort Worth, begins on Monday.

NEW YORK, 28.—The *Tribune* editorial on Brady's letter says: He went in for the old stage and an appropriation. This is the very way in which this suspected and dismissed official meets the serious accusation of corruptly wasting six millions of dollars of public money. Evidently he is puffed up with his past successes and has no conception of the temper of the public mind toward him. His defiance insults popular intelligence. Everybody who reads the newspapers knows that the charges against him do not rest on the assertions of "malicious correspondents," but on the action of the President and Postmaster General who have such reason to doubt his integrity that they demand his immediate resignation. Everybody sees too, that his attempt to shirk the responsibility for quadrupling the contract price of the mail service on a route controlled by a few favored contractors and put it on the shoulders of congressmen in whose States or Territories these routes run, is as lame as it is audacious. General Brady should understand he is not carrying on a fight with the newspapers, but with the figures of his own "expedited" contracts. They condemn him. If he has any explanation of these damning figures, let him bring it forthwith. If not he had better relapse into obscurity as soon as possible.

The *Times* editorially says: Brady says, "All this talk about rings and corruption comes from disgraced contractors and would-be blackmailers, and that had certain 'press brigands' been allowed to levy tribute on himself and some contractors the public would have heard nothing about the Star route scandals. People whose memory can go back ten years will remember the abundance of talk of this character on behalf of Tweed, Sweeney and Connelly. They may also remember that any 'press brigand' who engaged in that fray were heard to blacken the character and asperse the motives of these who were attempting to show a somewhat apathetic public that New York was under the control of a gang of thieves. Here also the Star route organs seem disposed to imitate the tactics of the Tweed ring.

The editor of a Washington newspaper, which, under all its recent changes of management has been a consistent apologist for official rascality and public plunder, seems to have taken Brady's last sub-contract in the shape of an agreement to use weapons of blackmail against all who dare to question his employees' honesty. If this service is paid for in proportion to its copiousness, it ought to make serious inroads even on the reputed wealth of Brady. If it is valued by its effect on Brady's character, it is he who ought to be recompensed, not his employee. While the abuse of a newspaper once controlled by Murtagh and now owned by Brady and edited by Gorham, would seem to be of very little importance to anybody, the fact that the republican senators have selected its editor for the highest office within their gift gives its opinions prominence which they certainly do not deserve. Gorham had, through the Senate, struggled over the organization, become a sort of personal issue in republican politics, and the foremost representatives of the party have assumed certain responsibility for his character, and yet, day after day, this man publishes in the newspaper which he directs, the most scurrilous invectives in regard to the President and the most wanton abuse of all who are helping the president to discover the amount of the steal which, by the connivance of Brady has been perpetrated on the government. One day the inquiry into the Star route

contracts is called "Infamous vitriol throwing enterprise," and it is asked whether the President or the Postmaster General deserves credit for it. On another the administration is charged with being under the influence of Tilden, of supplying "The polecats of the press" with a festival, and much more to the same purpose. Would it not be well to have it understood that republican senators cannot afford to be responsible for an unscrupulous journalistic bravado like George C. Gorham? If Brady were innocent of any real or dishonest intention in the charge of his official duty, he would have stayed in Washington, where he is on trial. His defiance is painful, because it is manifest that he has been extorted from him by the pressure of circumstances. He indulges in a general denial and defiance, until he offers a better defense of policy than the assertion that congressmen were equally blameless with him, we must continue to believe that his wanton increase of public expenditures to the amount of more than \$6,000,000 was deliberately a dishonest act.

The *World's* Washington special says: Miller, of California, has received bundles of letters protesting against the dead-lock and urging that he break away from his party. California republicans defeat Gorham and, believing the delay to mainly on his account, cannot understand why a Californian in the Senate should tolerate it. They are also solicitous for action on the Chinese treaties and have no patience with the obstructive tactics which action is prevented. Miller has consequently been very troublesome to the republicans, and to-day he threatened to break from his party unless the treaties were speedily considered.

ELGIN, Ills., 28.—Between 10 and nine this a. m., a small ferry running over the Fox River, between East and west Elgin, a ferry to take the place of the one recently washed away, was capsized and all the passengers, to the number of about 50, with but one exception, were drowned. The boat, a river scow just purchased at a price of \$150 and was propelled by a small engine. The first trip was made yesterday afternoon. Those lost are many school children who were on their way to school on the west side. The accident occurred in mid-stream from what cause cannot now be told. It is not possible at this time to give the names of any of the lost, so many have been crossing the river ways all morning, and it was known who were on the craft.

The *Chicago Daily News* says: The ferry was crossing the Fox river this morning and was in the middle of the stream, when it capsized suddenly. The passengers, of whom probably 33 were girls, were swept down the current giving heartrending cries for aid. Several were rescued, but the body of John O'Grady, a daughter, aged 12, was recovered and is said to be resuscitated. Two sons are known to be saved. At the missing are Thos. Murphy, 12, Theo. Taylor, aged 16, and Carlisle. The ferry was 75 feet, and when first used yesterday was condemned by the public.

The *Evening Journal's* intimation is that about 50 persons were drowned, but it is almost impossible to get a true statement of the number on board and saved and lost.

WASHINGTON, 28.—Anthony, chairman of the republican committee, has not yet appointed a committee to arrange for an executive session. Dawes will be chairman, and Anthony will confer this afternoon with other members of the committee, with a view to making it representative of all shades of opinion among republicans. The object of the committee will be to fix a date for holding the first executive session, and to arrange, first, to nominate to fill vacancies second, that no contested nominations shall be brought forward by republicans more especially by those determined to maintain their position on Senate officers, it is of most importance they go in a line. Conkling, it appears, willing to pledge himself to a contest over Robertson's nomination until next winter. He believes has considerable democratic support, and being chairman of the committee to which Robertson is referred, it will be in his power to executive sessions are held, to hold back at any time, or to hold nomination back. If he sees a contest over this nomination it is