

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

CHICAGO, 11.—The following are the most striking points from Gen. Grant's article in the *North American Review* containing his views on the Nicaragua Canal: After stating the necessity for shortening the route between the Atlantic and Pacific ports, and referring to former efforts to get a canal both on the part of this country, Central America and European countries until the breaking out of the civil war in this country, this project presented an impartial topic for consideration and overshadowed all questions relating solely to industrial development in international commerce, and ended in results which have given new and vast interest and importance to every enterprise which can add power to the republic and advance the prosperity of its people. Stepping at once into the front rank among powerful nations of the earth the United States has entered, as it were, spontaneously upon a career of development almost unparalleled in the history of the world, by the growth of States along the Pacific Coast, by the erection of transcontinental lines of railway, by the occupation of new lands, by the opening of new mines, by increasing the mechanics and manufacturing enterprises, by the introduction of her products on a massive scale in the commerce of the world, by her devotion to a system of finance which requires incessant industry among all classes of people and the cheapest possible means of intercourse and transportation, the United States has given new and deeper importance to every method by which industry can be advanced, and commerce can be promoted. It should not be forgotten that the states of North and South America, lying along the Pacific furnish in large abundance those commodities which are constantly supplied to markets in almost every country of Europe. The guano and nitre trade is immense. From the ports of Chile nearly 400,000 tons of freight are shipped eastward annually. More than 1,000,000 tons of grain are shipped each year from the Pacific States and Territories. There is no doubt that more than 4,000,000 tons of merchandise find their way from these regions to the east and require water communication in order that they may be shipped economically and profitably, and this is the merchandise to which railway transportation across the continent is wholly inapplicable. The great wheat crops of California and Oregon, for instance, find their way to Liverpool around Cape Horn at a freight rate of 50c. per bushel, a rate which would not carry it by rail half way to Boston or New York or Philadelphia, to be there shipped to its European destination. In addition to the commerce of North and South American ports referred to, there may be estimated also the advantages which would accrue to the trade of Australia and the remote East Indies bound to Great Britain, and which would undoubtedly add millions of tons of freight seeking passage through the canal. When we consider the time and distance saved by the canal for this vast amount of merchandise, by averting the passage around Cape Horn, and the importance in these days of rapid transit of a ready approach to the destined market, we can readily understand the value of the enterprise to the producer, and shipper and consumer alike, leaving out of consideration the dangers and delays of the Cape. We should not forget that by the canal now proposed the distance from New York to Hong Kong is shortened by 5,870 miles, New York to Yokohama, 6,800 miles, New York to San Francisco 8,600 miles, New York to Honolulu 6,780 miles, Liverpool to San Francisco 6,065 miles, from Liverpool to Callao 4,384 miles, we need no longer question the value of the inter-oceanic canal on the western continent, as we have long since abandoned all doubt of the value of the Suez canal to the commerce of the nations of the east. To Europeans, the benefits and advantages of the proposed canal are great; to Americans they are incalculable. A canal properly constructed and organized would increase our commercial facilities beyond calculation. Interfering in no way with those lines of railway which connect the Atlantic States with the Pacific, but tending rather to stimulate and increase the activity out of which their traffic grows, it would

cheapen all staple transportation, and add greatly to the ease and economy of emigration from the east to the farms and mines of the Pacific slope. That the canal will be of great benefit to the commerce of the United States, also, there can be no doubt, meeting, as we do, formidable competition in the carrying trade to foreign ports. We find in our coastwise navigation an opportunity for the profitable use of American bottoms, protected by our own commercial laws, a continuous coast line connecting our eastern and western shores. The promised increase of this navigation is sufficient of itself to make the canal a matter of the utmost importance to our people. In view of these advantages the question naturally arises as to the most feasible route for the canal, both as regards economy of construction and convenience of use. On this point it would hardly seem as if there was room for controversy. The difficulties which surround the Panama scheme have been so frequently and so forcibly set forth that they need not be elaborately repeated here. The floods of this region, caused by the sudden and immense rainfall, have attracted the attention of the most careless traveler, and have perplexed and confounded the scientific engineer in his attempts to provide some method by which to overcome the difficulties which they create. The impassable and unhealthy swamps lying along this route have always been considered unfit for a water course, and so destructive to human life that labor and death seems to have joined hands there. The necessity for long and very expensive tunnels and open cuts has added vastly to the expense of the route when estimated, and to the obstacles to be overcome by engineering. The most careful surveys have always developed a discouraging want of material for construction. The addition of 500 miles to the distance between New York and the ports on the west coast of the United States by the Panama route, over that of any other feasible route proposed, and the long and tedious calms which prevail in Panama Bay, have never failed to create opposition to this route in the minds of navigators. The enormous cost of the Panama Canal, moreover, has never been denied. Considering the engineering difficulties attending the diversion of the Chagres River and the necessary construction of an artificial lake to hold its floods, together with the tunnelling or open cuts to which allusion has already been made, the cost of this canal cannot be less than four hundred million, and would probably be much more, including the payment to the Panama railroad for its concession. American capitalists would be likely to look for dividends on an investment like this. Turning from the Panama route therefore as one which when practically considered has but little to recommend it, either as a commercial or financial success, we are brought to the consideration of the Nicaragua route as that to which the attention of the American public is most strongly drawn at this time. The advantages of this route are the ease and economy with which the canal can be constructed, the admirable approaches to it from the sea both east and west, the distance saved between Liverpool and North American ports over the Panama route, the distance saved also between New York and other Atlantic cities and ports of the United States on the Pacific Coast. The cost of the Nicaragua Canal has never been estimated above \$100,000,000. Indeed, Civil Engineer Menocal, whose judgment and capacity have never been questioned, gives the following as his estimate of the entire cost of the work, after a long and critical examination:

| | MILES | EST'D COST |
|---|--------|--------------|
| Western division, from Brito to the Lake..... | 1,633 | \$21,689,777 |
| Middle division, Lake Nicaragua..... | 5,650 | 715,658 |
| Eastern division, from Lake to Greytown..... | 10,843 | 25,020,914 |
| Construction of Greytown Harbor..... | — | 2,822,630 |
| Construction of Brito Harbor..... | — | 2,397,739 |
| Total..... | 18,126 | \$52,577,718 |

A subsequent estimate, based on more recent surveys made by Mr. Menocal, has reduced this amount to \$41,183,839, and by abandoning the valley of the San Juan River in favor of a direct route to Greytown, ascertained to be entirely practicable, the distance is reduced to 17,357 miles, the total canalization being but 5,317 miles. It is well known that the Suez Canal, and in fact almost all great public works, cost far more than the estimates made by

engineers, but applying this rule most liberally, cannot bring the outlay on the Nicaragua route higher than \$100,000,000. The surveys of this route made subsequent to those of other routes proposed have developed extraordinary facilities for the work. The materials needed for construction are abundant throughout the entire line. The harbors of Brito and Greytown, at the western and eastern termini, are capable of being easily made convenient and excellent. The water supply from Lake Nicaragua is free from deposit and is abundant and easily obtained, the lake itself being the summit level of the canal. The rainfall is not excessive. The climate during the mild winds is delightful. The country is capable of producing all the subsistence required by laborers employed in the construction. Local productions are valuable and such as constitute many of the most important articles of commerce. The construction feeders and tunnels are not necessarily dependent nowhere on the streams which, in the rainy season, are irresistibly destructive, and in dry seasons are reduced to mere rivulets. The canal would always be provided with a uniform and easily controlled supply of water. The canal constructed on this route could not fail to be an economical highway, as well as a profitable investment. The estimated cost is \$75,000,000. A charge of \$2.50 for canal tolls and all other charges would give a gross income of \$10,000,000 on 4,000,000 tons, upon which former calculations have been based. Deducting from this \$1,500,000 for expenses of maintaining and operating the canal, we have \$8,500,000 as the net earnings of the work. A reasonable modification of these figures would give encouragement. The liberal concessions made by the government of Nicaragua to the provisional inter-oceanic canal society, indicates a determination on the part of that government to make the burdens of the enterprise as light as possible, and leave its government entirely in the hands of the American proprietors; while in the Panama concession provision is made for the entry and clearance of vessels at the terminal ports, with the delays and annoyance usually attending such requirements.

He then refers in detail to the concessions and the protection guaranteed to the interests of the canal, and says that there are other advantages contained in the concession of the Nicaraguan government, and the proposed administration and management of the Nicaraguan canal. There should be no doubt in the mind of every American who believes in the power and supremacy of his government on this continent. The concession is made to an American society, made up of Americans. All the corporators are Americans, and an act of incorporation is asked of an American Congress. Every step of this project recognizes the right of the United States to guard with zealous care the American continent against the encroachment of foreign powers. To this policy no nation and no cluster of adjacent nations, watchful of their own individual or collective interests, should take exception. It was the foundation of national existence everywhere. An American man-of-war having on board the greatest naval commander of modern times pauses for 48 hours at the mouth of the Bosphorus to recognize the right of an European power to control the waters of the Dardanelles and the Black Sea. It cannot be supposed for a moment that an American company incorporated by the American government, organized on American soil, would have been allowed to construct the Suez canal, even if it had established a branch of its enterprise in France, and placed it under the supervision of a distinguished and representative French official, and so it is with us. The policy laid down in the early days of the republic, and accepted from that time to this by the American mind, by which the colonization of other nationalities on these shores was protested against, should never be forgotten. Violation of this policy has always roused the American people to the firm assertion of their rights, and it cost one American statesman at least a large share of the laurels he had won by long and honorable service. The application of this principle even now secures safety and protection to the lines of railway spanning the isthmus and connecting eastern with western waters. The assertion of this principle by the treaty made with Nicaragua in '49, is accepted to-day by

all American people and officials with entire satisfaction. The rejection of that treaty in order to prevent a collision between the United States and Great Britain and preserve unharmed the policy of an administration, is regarded as one of the most complicated and compromising acts of American diplomacy.

He further discusses the Monroe doctrine and that of the Clayton-Bulwer treaty, to the great advantage of the former.

He also refers to President Hayes' endorsement of the Monroe doctrine as wise and far-seeing. An inter-oceanic canal across the American isthmus will essentially change the geographical relations between the United States and the rest of the world. It will be a great ocean thoroughfare between our Atlantic and Pacific shores, and virtually part of the coast line of the United States. Our increased commercial interest in it is greater than that of all other countries, while its relations to our power and prosperity as a nation, to our means of defence, our unity, peace and safety, are matters of paramount concern to the people of the United States. No other great power would under similar circumstances fail to assert rightful control over a work so closely and vitally affecting its interests and welfare. In accordance with the early and later policy of government, in obedience to the often expressed will of the American people, with due regard to our national dignity and power, with watchful care for the safety and prosperity of our interests and industries on this continent, and with the determination to guard against even the first of rival powers, whether friendly or hostile, on these shores; I commend an American canal, on American soil, to the American people, and congratulate myself on the fact that most careful explanations have demonstrated that the route standing in this attitude before the world is one which commends itself as a judicious, economical and prosperous work. I have forwarded the opinion expressed in this article, not from hasty consideration of the subject, and not without personal observation. While commanding the army of the United States my attention was drawn to the importance of the water communication I have here discussed. During my administration of government I endeavored to impress upon the country the views I thus formed, and I shall have added one more act of my life to those I have already recorded if I shall succeed in impressing upon congress and the people the high value as to a commercial and industrial enterprise of this work, which if not accomplished by Americans will undoubtedly be accomplished by some of our rivals in power and influence.

WASHINGTON, 11. — The Indian appropriation bill, as passed by the House of Representatives, contains the following Pacific Coast items in addition to the usual appropriation for salaries of agents and interpreters, and the fulfillment of treaty stipulations in the contracts shall be made at least 60 days before any such contracts are awarded.

In the matter of payments of annuities for the subsistence and care of Apaches, and other Indians, who have been or may be collected on reservations, in Arizona and New Mexico, \$310,000; for the subsistence and civilization of the following tribes, including pay of employee, Flatheads and confederate tribes, \$13,000; Divamish and allied tribes in Washington Territory, \$10,000; Gros Ventres of Montana, \$20,000; Walla Walla, Cayus and Umatilla tribes, \$12,000; Skalkma, \$8,000; mixed Shoshones and Bannocks and Sheepeaters, \$22,500; Navajos, \$25,000; for the settlement of roving bands in Southeastern Idaho on the Fort Hall reservation, and to assist them in agricultural pursuits thereon, \$20,000; to locate roving bands in Southeastern Oregon, on some proper reservation in Oregon and to assist them in agricultural pursuits thereon, \$5,000; for the support and civilization of California Indians at Round Valley, Hoopa Valley, Tule River and Mission Agencies, including transportation of supplies, \$23,000, and for the pay of employees at the same agencies, \$9,000, in all \$82,000. The totals for the same general purposes in other Pacific States and Territories are as follows: Oregon, \$24,000; Washington Territory, \$20,000; Idaho, \$4,000; Montana, \$5,000; Utah, \$11,000; Nevada, \$13,000; New Mexico, \$18,000; Arizona, \$36,000.

The bill, as reported to the House, contained a section providing that

all bids for Indian subsistence supplies and transportation, should be opened, and the contracts awarded thereon at some suitable place in Mississippi Valley, intended to St. Louis instead of, as at present New York City.

Representative Willis, of Kentucky, after a consultation with the Pacific Coast members, determined to ask the House at the first opportunity to order an evening session for the consideration of the bill reported from the committee on education and labor, including the fifteen passenger Chinese immigration bill, which is especially in his charge. It is the intention of the California members to press this bill, at least its main provisions for ratification of the pending legislation which paves the way for just legislation.

NEW YORK, 12.—In a meeting of the World's Fair Commission, Governor Crawford, of Kansas, Mayor Cooper to task for offering objections regarding the mode of procedure, which, if sustained, would render the fair an impossibility. Mayor made a spirited reply, and the fair would be held, and the gentleman did not like the matter pursued, he could resign.

Ex-Mayor Cooper said he was in accord with the members of the committee and, therefore, desired to resign therefrom. A viva voce vote on accepting the resignation was taken, but the chair expressed doubt as to the result, when Harris said he knew it was the general wish of the committee that the resignation of Cooper should be accepted, and hoped those who voted no vote aye. A vote was taken and carried, there being but a faint noes. The chair appointed Newman, Jas. Falcott, Col. Agnew, S. Sullivan, Wm. A. C. Cornelius N. Bliss, a committee to report the plan of permanent organization and suggest names for permanent officers. The following substituted for Article 5 of the laws on the same subject.

A permanent executive committee shall be elected to consist of more than fifty members and executive officers of the commission added thereto; twenty-five of number to consist of the committee of finance and twenty-five nominated to the commission President and elected on call. The executive committee thus constituted shall have management of all financial matters of the commission except that which, by Congress, belongs to the commission on finance.

SAN FRANCISCO, 11.—A Los Angeles dispatch says: On Sunday afternoon a Mexican named Miguel aged about 16, attempted to kill one of a party of three girls at Wilmington, breaking her arm in the struggle. Her companions saw the alarm and Merando was tured by a number of citizens whom he was taken by a masked men, and this morning body was found hanging to a not far from the scene of the crime. The coroner's jury rendered a verdict of hanged by parties unknown.

CHICAGO, 11.—The challenger Mr. Rose, of Los Angeles, trotted his 3-year old "Sweetie" against any colt one year old \$10,000, has been accepted by John W. Conley of this city, for \$5,000. He has named his old colt "Director," by "Director" the race to be trotted over the Chicago Driving Park 9th next, he allowing Mr. \$1,000 for expenses.

ST. LOUIS, 12.—A most diabolical outrage was committed Monday night on the person of a young man in East St. Louis, who lives in city and is respectfully connected. She went across the river on Friday to visit a lady friend. In evening a brother of this friend named Andy Gleeson, invited young lady to take a walk, proceeding a short distance, Gleeson took his company into a restaurant where he prevailed upon her to a drink of liquor, which was drunk. Gleeson was then joined by other young men, James Har and Will. Hays, and the three the girl to a lonely place near a rail mill, and while she was in almost unconscious condition, ped her nearly naked and violated her person in a shocking manner. Harrigan was arrested, and the police are on the track of Gleeson Hays.

DETROIT, 12.—The boiler of Union Flouring Mills exploded morning with terrific force, tearing out the whole side of the building and wrecking the structure completely. The engineer and two