

BY TELEGRAPH.

AMERICAN.

NEW YORK, 6.—A Dublin dispatch says: Great excitement was caused among the members of and sympathisers with the National Land League by the arrest of Thos. Brennan, which took place quietly, soon after seven o'clock in the morning, at his lodgings, No. 7 Russell Street. The arrest was for a speech made at Balla on the 22nd ult. It was effected by Supt. Mallon, a detective of police, a sub-inspector of the constabulary of Mayo, and two or three detectives. They allowed the prisoner to make every necessary preparation for the journey, and then conveyed him to the Midland and Great Western Railway, where another body of police was waiting. Davitt, hearing of the arrest soon after the starting of the train, immediately telegraphed to the agents of the Land League at all the towns along the line to give the prisoner a reception. Consequently large crowds assembled about the stations at Mullingar, Athlone and Ballinasloe, who rent the air with cheers. The prisoner will be confined in jail at Castlebar. He is about 26 years of age. For a long time he was clerk of the City Mills. He is secretary of the Land League, and has always taken a prominent part in Fenian and other demonstrations. He walked behind the hearse at Mac-Carthy's funeral. It has been his ambition for some time to get arrested. He was much elated when the event occurred. His Balla speech bears a wonderful resemblance to one delivered by Meagher in 1848. On Thursday night Davitt and Brennan attended the Theatre Royal where Genevieve Ward is playing, when they parted after the performance. Davitt said prophetically, "Good-bye, when I see you again you will be in jail."

Brennan arrived at Castlebar at half past three this afternoon in custody of Superintendent Mallon and his assistant. The prisoner was at once conveyed to the court house. The general public was excluded but Brennan's friends and representatives of the press were admitted. Major Wyse presided over the magisterial investigation. Myles Jordan, Crown Solicitor prosecuted. Charles O'Malley, instructed by Malachi Kelly, defended.

After consultation the clerk read the information of Sub-Inspector Carter, of Claremorris, as follows: "I was at Tooramore near Balla, Saturday the 22nd ult., and then and there saw a large assemblage of persons, numbering some thousands, I saw then and there a person named Thomas Brennan, of Dublin, said Brennan made a speech to the aforesaid assembly at the same time and place aforesaid, and I say that in the course of said speech said Brennan, wickedly, maliciously, and seditiously contriving and intending to disturb the peace of the Queen, to raise discontent and disaffection among the Queen's subjects, to promote feelings of ill will and hostility between the different classes of such subjects, to excite such subjects to break the law and attempt to procure otherwise than by lawful means an alteration of the laws of the realm, to resist by force and violence the enforcement by legal process of the rights by law established, and excite disaffection among and seduce from their duty and allegiance certain members of the Royal Irish Constabulary, did speak and publish to said assembly certain wicked, seditious and inflammatory words."

The Herald says: According to telegraphic advices, Viscount Lesseps will sail to-day from Havre for the Isthmus of Panama, accompanied by a commission of distinguished engineers from France and Holland, who are to be joined by American and Columbian colleagues. They have been preceded by a brigade of practical workmen, provided with the necessary implements and a programme of their observations has been drawn up by a committee of the French Academy of Sciences. The government of Columbia has issued a decree, directing that a member of the cabinet proceed to the Isthmus accompanied by representatives of each of the nine States, of which that republic is composed, for the purpose of affording to Lesseps a memorable reception, and of participating in the ceremonies inaugurating the work, which have been fixed for the first of January

next. The world will now speedily have an opportunity of forming a definite opinion upon the character of this enterprise and the probabilities of its success. In the United States, as is well known to Lesseps, the current of public opinion has long favored another route, that of Nicaragua, which is being actively urged by Ammen and which counts upon the active sympathy if not the actual services of government. Besides the preference given to the Nicaragua route there exists in the United States various other sentiments equally unfavorable to the enterprise of Lesseps. Many disbelieve in the practicability of either route, others think American interests would be better served by augmenting the number of Pacific railroads, and still others are convinced that no inter-ocean canal would pay a tithe of the expenses. These facts, however, need not interfere with a general admiration of the pluck and heroism displayed by Lesseps.

BOSTON, 6.—As the clock struck one to-day the enveloping wrappings of the Lincoln emancipation group were stripped away by representatives of the city government, and then they returned to Faneuil Hall where dedication services were held. The chief of these were Whittier's poem, written for the occasion, and an address by the mayor. The poem was read by a colored boy of one of the Boston schools.

WASHINGTON, 6.—The Republican to-day publishes an interview with Congressman Belford, of Colorado. After being informed that the Ute reservation embraces 12,000,000 acres in Colorado, an area equal to the States of Massachusetts, Vermont, Rhode Island and Delaware, the reporter inquired: "How many Indians are there in Colorado?"

Judge Belford—"Three thousand all told, and each buck, squaw and papoose, if the land were divided, per capita, would receive 4,000 acres. A white man in this country can take 160 acres and an Indian 4,000."

Reporter—"What caused the outbreak in Colorado?"

Belford—"Agent Meeker plowed two and a half acres of land out of the 12,000,000 and they murdered him for doing it."

Reporter—"The commissioner of Indian affairs says in his report that the miners have made settlements on the Ute reservation."

Belford—"That is not true. The statement is wholly without foundation, and I am surprised that the commissioner should have made it."

Reporter—"Have the people of Colorado given the Utes any occasion for the late outbreak?"

Belford—"None whatever. Mr. Schurz himself says the Indians are without excuse."

Reporter—"If the Indians are not removed will there be trouble next spring?"

Belford—"I think so. This reservation embraces valuable mineral lands. The Indians will not work them, or allow any one else to do so. No government ever before allowed a lazy race to stand in the way of the development of its mineral resources, and I don't think this nation will long continue to be the exception."

In the course of further conversation as to the policy the Government should pursue toward the Indians, Judge Belford expressed himself earnestly in favor of transferring the conduct of Indian affairs to the War Department, and remarked: "We appropriate millions of dollars for their support. If we feed them there is no occasion for their hunting, and they should be disbanded. If they desire to hunt for pleasure, they can use the bow and arrow. Now they kill game in Colorado for the sake of the pelts, and trade the skins for Sharp's rifles and with them kill the settlers."

The Star this evening publishes an interview with Delegate Cannon, which contains the following very shrewd double-edged rejoinder to the question, "What would be the politics of Utah if it became a State?" Cannon is reported as saying: "It would be a democratic State. I am satisfied from my own observations that the feelings of the people are in accord with the feelings of the democracy. They believe in home rule. I cannot say, however, what would be the effect should Utah be admitted by the republicans; then it might be a republican State. A feeling of gratitude to the party that let us into

the Union would no doubt influence a very large number of voters who are not very decided in their political views."

Delegate Cannon is also reported as saying: "There are about 150,000 Mormons altogether, of whom about 30,000 are men, and not more than 4,000 of them have a plurality of wives. It is over this small number that all this fuss is made. While the Mormons believe in polygamy—believe that it was a revelation from God—they are not going to violate the law of the country by practicing it. None of us intend to violate the law of 1862, but their is no law to forbid our faith in our principles. There is no inducement that could be offered that would lead the Mormons to abandon their faith. We will cherish our belief, but as I have said, we will not practice it because that would be a violation of law."

Secretary McCrary has found a way to reward the heroic conduct of Captain Dodge, of the Ninth Cavalry, who, with his company of colored soldiers, so gallantly went to the rescue of Captain Paine's beleaguered command at the imminent risk of annihilation by the Ute Indians. Colonel Prince, of Pay's corps will soon go upon the retired list, and Captain Dodge is to be appointed major and paymaster to fill the vacancy which will be created by the resulting promotions.

CHICAGO, 6.—A dispatch from Glasgow, Missouri, says: The Chicago, Alton & Denver passenger and express train, west bound, due here at 5.10 this morning, jumped the track while running at a rapid rate, making a frightful wreck. The engine turned completely over, rolling down a five foot embankment and is badly damaged. The baggage car ran on down the track. The express was crushed against the engine, and five other cars were thrown off the track, none, however being overturned. Three coaches, including the sleeper, kept the track. The express and baggage cars and engine are almost totally demolished. The engineer, Peck Mead, was bruised, but not seriously; fireman, Harry Lammartaha was terribly scalded, and his recovery is doubtful. The express messenger, Harry Brown, was seriously bruised and scalded. None of the passengers were injured. The cause was a broken rail at the switch.

DEADWOOD, 6.—The case of the Golden Terra Mining Company vs. A. J. C. Maller et al., better known as the Golden Terra vs. Gopher Company, was decided in this district court by Judge Moody; today, in favor of the Gopher Company. Action was brought to recover about 200 feet of the Gopher Company's claim. Two locations were made, one inside the lines of the other. Plaintiff claimed that as many locations as was desirable could be made upon any one vein, predicted upon the discovery first made, while defendant claimed that the second location was but a further development of the first. The property involved is probably worth \$500,000. The case will be appealed.

In the Reno court martial today, the session was very short and nothing of interest was brought out. Reno asked till Monday to prepare defense.

SAN FRANCISCO, 6.—A man, supposed to be a member of the recently discovered gang of counterfeiters, was arrested at Los Angeles this evening, in an attempt to pass a spurious \$5 gold piece. Counterfeit gold, to the amount of nearly \$500, was found on his person. He refuses to make any statement or give names.

A dispatch from Los Angeles says: G. H. Matlick, one of the gang of counterfeiters in jail there awaiting the action of the grand jury, made his escape this afternoon, by picking the lock of the jail door. Officers are in pursuit.

Billings and Gauntz, two of the Mendocino county outlaws, were captured by the sheriff of Mendocino near Chico, Butte county. Billings was mortally wounded in an attempt to escape, dying soon after. The third outlaw, Browne, escaped, but the sheriff's party is in close pursuit.

WASHINGTON, 8.—With reference to recent pointed comments of several Pacific Coast newspapers, it is stated at the Treasury Department that the reason for suspending operations at the Carson City Mint was because sufficient bullion could not be obtained in that vicinity to warrant continuing the coinage at Carson. This, according to the department's information, was

owing to the fact that the principal Nevada mine owners have preferred to ship their bullion direct to San Francisco for refining because they were peculiarly interested in a large private refinery there. Director Burchard says the rates for purchasing silver for the Carson Mint have been fixed from time to time at precisely the same figures as for the Philadelphia and San Francisco Mints, and that whenever it is found that a sufficient quantity of bullion can be obtained to justify operating the Carson Mint, the coinage at Carson will be resumed.

The full annual report of the government auditor of railroad accounts has now been printed. It contains an elaborate account of the personal inspection of Central and Union Pacific Railroads made by Auditor French and an engineer employed by him for that purpose. It is reported in regard to the Central Pacific road, that nearly one-half of the tunnels should be lined with masonry instead of timber as at present, that both the surface and line of track are for the most part excellent, showing that care is bestowed upon them, that road bed and ditches are kept clean and in shape, that there are mile posts or danger boards at road crossings, that whenever needed the road is fenced by the company, that the bridges on the line are getting old, and must soon require extensive renewals, that all temporary trestle approaches to large bridges on the mountains should be filled and proper masonry abutments built; that the bridge floors require more ties, and that guard rails should also be placed on them, that the company is building a new passenger station at Sacramento to accommodate their increasing local business; that the water supply is one of the most serious difficulties that the company has to contend with; that the engine houses are ample and well built; that the company's shops at Sacramento are furnishing work to over 1,000 machinists and laborers, are well arranged, and so located that they can be enlarged without interfering with their general system whenever the requirements of the business may demand it. The company's hospital at Sacramento, and the ferry service between Oakland and San Francisco are highly commended. It is suggested that it would be good economy to replace the wooden snow gallery over the Sierra Nevada Mountains with an iron structure to avoid risk and loss by fires. It is questioned whether the line from Sacramento to Oakland via Benica is as safe or economical as the present one although it is so much shorter. The auditor says: The equipment of the road is in good condition and ample, the sleeping cars are fully equal to any to be found elsewhere, the company has built a large number of second class sleeping cars suitable for emigrants or such persons as choose to carry their own blankets, and has found them quite a success. If these cars could run through from and to Omaha or the Union Pacific provide similar ones it would make the journey much more comfortable for a large number of persons who cannot afford to travel in the regular sleepers. No additional charge is made for passage in these cars, merely the second class or emigrant fare being paid. The passenger service on this road is unexceptionally good. The cars are kept clean and comfortable, both first and second class. The speed is much the same as on the Union Pacific, namely, 19 miles average per hour, for the expresses, and 11 miles per hour for the freight, the maximum actual running time is 35 miles per hour for passenger, and 14 1/2 miles per hour for freight trains. It is believed that the condition of the track, road-bed and equipment is good enough to justify the company in increasing the average speed of passenger trains, so as to make an average of 24 miles per hour, including stoppages, gaining 10 hours in the trip from Ogden to San Francisco.

Auditor French also says: The first class or express passenger train service and equipment on the Union Pacific are fully up to the requirements of the business. The speed of the express or first class trains, including stops, averages about 19 miles per hour. A great improvement is being made in the eating houses on the line, it being vital to the interests of the company to serve the traveling public in the best manner. The train accommodations, the quality of the

rolling stock, cleanliness, meal hours and quality of prices charged for meals and other matters may safely be left to good judgment of the general manager. It is however suggested, a fast through mail and passenger train on this road, stopping only at division termini, now that Central Pacific is about to show time on its line, would be well patronized. When it would pay the company can only be determined by a practical test. A gain of 24 hours crossing the continent would be appreciated by all business both as regards mail and passenger transportation. The weight of mail carried is increasing to an extent that ere long it may be necessary to run a through local postal car. As to the condition of the Union Pacific road, reported that there remain places where the line or grade both may yet be improved, over 50 per cent. of the road west of the North Platte should be widened. That a good many need renewing, that in renewing the track, heavier steel rails should be used, that although the surface and line of the road as a rule is good, there are a number of curves and some tangents which should be trued up with an instrument that switches and curves lead into siding can be much improved that the road is not provided with either "danger" boards or mile posts, that timber guard rails are not laid on the bridge floors, that the policing of the road is not of the best character. The depots, buildings, machines shops, water tanks, engine houses, and rolling stock are in good repair generally, and are sufficient for the requirements of the business. The company are rapidly substituting steel rails for iron and now has some 460 miles of track so laid. Timber bridges on the whole road are being improved and strengthened, water tanks of larger capacity and of more durable material are being put up wherever new ones are required. New locomotives and cars have been added to the equipment from time to time and all is now in good condition. A full supply of material of every kind kept on hand.

Secretary Schurz received the following dispatch last evening:

LOS PINOS, Dec. 6. Closed testimony yesterday. Borden commanded a surrender of the parties recognized at the massacre. The list includes at the head, Chisum Douglas. The Indians went into council last night, and are still in council. They will answer tomorrow. Present indications are that they will accept the ultimatum—the surrender of the guile and the annihilation of tribal relations. The Indians consider death incidental to surrender and that the struggle among themselves has assumed serious proportions. The influence, so far, is in favor of surrender, a trifle, however, may change this at any moment.

(Signed) HATCH, Commissioner.

Secretary Schurz, in response to inquiry, stated that he felt sanguine he would receive intelligence to-morrow that the Indians had yielded to the pressure, and determined to accept the conditions imposed by the department.

NEW YORK, 8.—The Herald special cable gives some details of the meeting at Castlebar. Mr. McDonnell presided. His speech was mainly political. He asked the crowd, in the name of God, to let O'Connor Don again represent them in Parliament. In an impartial observer could help noticing how much stress was laid on this point by all the speakers, giving the impression that the meeting was aimed as much at parliamentary seats at Roscommon as at landlordism. During McDonnell's speech, John Nally, Fenian from Balla, who was on the platform, cried out to the crowd: "Shove these reporters away, shove them up." Response was a yell followed immediately by a rush. For a moment it seemed as if the reporters and constables would be swept off the ground, but the latter raised their guns to the hips and presented them toward the people, who fell back all in confusion. For several moments, Parnell, trying his best to quiet the tumult, execrations were heard on all sides. Yells rose: "curse the spies!" "Kill the bastards!" Patrick Egan then made an effective speech. He claimed