

BY TELEGRAPH.

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AMERICAN

NEW YORK, 24.—Members of the committee on the organization of a railroad system in Mexico, who were appointed at a meeting held at Delmonico's on November 11th last, met yesterday, pursuant to order of the chairman, Grant, at which the following gentlemen were present: Gen. Grant, chairman; Senor Matia Romero, Thomas Nickerson, representing the Mexican Central Railroad Company; Edward D. Adams, of the Mexican Central and Sonora Railroad Company; Huntington, of the Southern Pacific Railroad Company; Jay Gould, of the Missouri Pacific Railroad Company; Henry G. Marquand, of the Iron Mountain Railroad Company; Kennedy, of the International Railroad Company; J. Henry Work; Frank S. Bond, of the Texas Pacific; J. B. Horison, of the Missouri, Kansas & Texas. General Palmer and Mr. Woerishoffer, representing the Mexican Construction Company and Thomas Jefferson Coolidge, of Boston, president of the Atchison, Topeka & Santa Fe Railroad Company, who were also invited, were unable to attend. Adams read the report of the majority of the sub-committee appointed at a previous meeting in this city on the 20th of November last, to the effect that the sub-committee found it impossible to harmonize all the interests. Adams added, by way of explanation, that the Mexican Central Railroad company and the Sonora Railroad Company were in favor of a substantial union among all the interests likely to be affected by the organization of a general railway system in Mexico, but that the parties interested in the Mexican Construction Company were not disposed to agree to any plan looking to that end. Gould handed in a paper which he desired to be taken as the minority report, and which presents the following basis for an agreement and plan of joint action:

First, That all the parties who already hold charters from Mexico, together with the signers of the report, shall agree jointly to construct any road, or roads, required by the necessities of Mexico and by their own interests, each party having equal rights in all the roads built under this agreement. In case of this agreement, work is to be continued on the three lines of railroad now building under existing Mexican charters, in accordance with the terms of those charters, until the proper modifications of those charters shall have been asked and obtained from the Mexican government, with a view to make them all conform to such other grants as the new combination may ask and obtain from Mexico. All vested interests and expenditures already made to be equitably provided for.

Second, That the present chartered interests shall continue to construct their several respective roads, and that each of the signers of the report may obtain the right to build and may build such line or lines of roads as in their judgments may be required for their respective interests, binding themselves not to build lines from the same points as those also constructing on the frontier of Mexico, and also to diverge as far from those lines throughout the several routes as the topographical features of the country, the situation of the centres of population and the course of commerce, and climatic considerations will admit.

Third, Failing in both of the above provisions, the signers are disposed to entertain and well entertain a proposition, submitting their respective claims and differences in regard to these Mexican railroads to their chairman, Gen. Ulysses S. Grant, his decision thereon to be rendered in writing before the first day of February next, and not later, which decision will be accepted by both parties, and the obligations thereon executed to carry it out.

Other propositions were submitted with a view to some general agreement, and after a protracted discussion of these, in the course of which a strong feeling in favor of community of action made itself apparent, the meeting adjourned subject to a call at any time by its chairman.

Fred. Billings, president of the Northern Pacific Railroad, told a Times interviewer yesterday, that General Anderson, engineer-in-chief just returned from the Yellowstone Valley, has already contracted for ties and timber for 200 miles on that division, and his instructions are to

accomplish in the coming year the largest possible amount of mileage construction up to the Yellowstone Valley, with the view of closing up the central gap of 820 miles, and having the road running through in 1883. This central gap is from Glendive, where the Missouri division ends on the Yellowstone, to the eastern end of the Pend Doreille division, which extends 209 miles from Ainsworth, on the Columbia River, west of Lake Pend Doreille. The Pend Doreille division will be completed in the early spring. It is nearly all graded, the materials are provided and on the spot, and the track is now going down. As soon as it is completed, the work will be continued without interruption eastward and with vigorous progress up the Yellowstone, going west, and from Lake Pend Doreille going east, the company confidently expect to close the central gap in 1883. In addition to this activity in the heart of the continent, work is to be commenced this winter on 120 miles across northern Wisconsin to the Montreal River, being the extreme eastern division of the road, and steadily carried forward to completion. This division will form part of the Lake Superior south shore line, running to Saulte St. Marie, connecting with Canadian roads and to the Straits of Mackinaw, connecting with the New York Central and Pennsylvania systems. It also makes a new connection with Milwaukee and Chicago by the Wisconsin Central. Besides work on the central gap and on the Wisconsin division, the company propose during the coming year to begin the connection on the western of the Pend Doreille division with tide water.

NEW YORK, 24.—The *Star and Herald* of Panama, has a letter from Lima, dated December 1st. The writer says: Although the Chilians are scarcely 100 miles off, this melancholy fact attracts little attention. There can be no doubt of the result if the army and reserve fight well. They are well armed, and in an engagement should outnumber the enemy by at least 2,000 men. The first division of the Chilean army continues at Pischo, waiting the arrival of the second. These two divisions will consist in all of 18,000 men. They have occupied Tambo de Mora and Chinchu, whilst 35,000 of them have paid a visit to the town of Ica, where the customary scenes of pillaging occurred. In Pischo the troops were allowed to do as they choose and innumerable outrages were committed. The Chilean minister of war and Gen. Maturana are at Lambo de Mora. Gen. Villageran and Commander Lynch were in Pischo. The Chilians are reissuing the 10 sol notes seized on board the *Islay*. They pay their troops with them, and the soldiers force their acceptance. Several sugar cane plantations have been destroyed. Chilians expect to march 30,000 to 34,000 men against Lima, and with this force hope to capture the city. An unlimited sack is promised the troops in the event of victory. The Chilean forces encamped in the vicinity of Tacna had to be marched through it unarmed, they having demanded the privilege of wrecking it entirely before leaving, on the ground that after their departure Peruvians might reoccupy it.

The Peruvian army is increasing daily in numbers. Several battalions have recently arrived from the interior, one from Cajamarca having marched 900 miles. All the captains of foreign men-of-war were in a meeting in Lima, with ministers respecting the hulks in Callao bay. Peruvians order them out, whilst Chilians say if they move they will seize them. All are foreign property, and the greater number have been fitted up to receive the women and children during the fight, and a tedious time is evidently coming. Immediately the whole Chilean army arrives in the vicinity of Lima, Dr. Pedro Jose Caldenon will be invested with the dictatorship, as Pierola intends to devote himself to the army of which he is commander-in-chief. *La Patria* asserts that the war can be carried into the Cordillera, and waged there for years to come. The losses suffered throughout the republic are leading many to seek safe lodgement for their valuables. H. B. M. iron clad *Shannon*, went to Anticon and took on board specie and other articles in silver, which were shipped unsecured. They would not be exported. She received 600,000 pesos. Most foreign vessels will be requested to accept storage of a similar character. The principle families of Lima are leaving, and taking with them

whatever they can carry. The better dwellings are being stripped of their more valuable furniture, which is shipped north. A few families, and those of the poorer classes, await the Chilians. The haciendas near Pischo have been plundered and destroyed. Ica also had a visit from Chilians. Officers of foreign men-of-war will accompany the respective headquarters of the combatants. Iquique papers claim that Commander Lynch obtained more than \$5,000, in specie and merchandise, in his raid in the north of Peru, and that the effect on damaged property was \$5,000,000. Calao and Malando are the only Peruvian ports now closed to commerce. New currency is put into circulation. The notes are called "incase," and represent silver value. They are intended to replace depreciated paper soles, of which 3,000 are received to purchase a \$20 piece. Valuable silver mines are discovered in Huancavain.

The French bark *Adolphe*, wrecked near Valparaiso, was valued at \$80,000; uninsured. The Pacific Steam Navigation Company has increased the number of steamers and has raised the rates of freight, owing to the rush of people leaving South Peru with their property.

CHICAGO, 24.—The *Inter-Ocean's* Washington special says: A conflict of opinion, if not a clash of authority, seems imminent between the Secretary of the Interior and the special commission appointed by President Hayes to inquire into the condition of the Poncas, and the manner of their removal from Dakota to Nebraska. Ten Ponca chiefs were at the Interior Department, this morning, to confer with Schurz on the subject of settling their troubles. The draft of a treaty was read to them, in which for \$140,000 they agreed to forego all claims against the government, and to settle down in Indian Territory. Fifty thousand dollars of the money is to be used to purchase for them 102,000 acres of land in Indian Territory, \$10,000 to be distributed among them equally *per capita*, \$10,000 to be expended for stock cattle and draught animals for them, and \$70,000 to be invested for their benefit in 5 per cent. U. S. bonds as a permanent fund, the interest of which is to be distributed among them annually, all subject to the approval of Congress. White Eagle, speaking for the Poncas, said, after listening to the reading of the treaty, that he heard it with grief because it was not enough. They had suffered from predatory Sioux and been driven from their homes not from any fault of theirs. Gray Hat said Wm. Welch, a former agent, had said their lands alone in Nebraska and Dakota were worth \$903,000, besides their houses, ponies and improvements; but they would sign. Other chiefs spoke similarly. Schurz had the treaty copied and ready for signing in the afternoon. Then General Crook commenced asking some questions, and finally got White Eagle to tell the story of their forcible removal from Dakota by troops and their sufferings on the road as well as after their arrival in Indian Territory, where they had not land enough to graze their remaining few ponies, and where the Poncas withered like the grass. Gen. Crook proceeded to cross-question White Eagle, with the view of ascertaining why they are now apparently content to give \$960,000 worth of property for \$140,000, in a country where 25 per cent. of them died during the first year after their arrival. White Eagle, however, maintained that no threats or promises had induced them to come to their present conclusion. It is evident that the special commissioners do not agree with the interior department as to the justice of keeping the Poncas in Indian Territory, and they may report against, unless they find that the portion of the tribe now in Indian Territory is better than is commonly reported. It is possible the prospect of getting \$1,000 in cash, which in spite of the *per capita* distribution, would practically be paid to the head chiefs in Indian Territory, is an irresistible inducement for them to comply with Schurz' terms. A special commission, consisting of Generals Crook and Miles, will go to Indian Territory next week to inquire into this matter, and if they report against it, the President will not approve the bill proposed by Schurz, if Congress passes it. In consequence of the cross-examination of White Eagle and his recital of the Poncas' wrongs the afternoon wore away without the signing of the papers. White Eagle wanted to say some words to

the secretary, but was told it was too late for to-day, and must wait till Monday to finish his talk, but they might all sign the paper to-day. White Eagle suspected he might be shut off by the operation of the previous question by the secretary's plan, so he cautiously remarked that after he had his talk he would sign. This adjourned the meeting till Monday.

The Interior Department, to-day, received two samples of flour from Devil's Lake Sioux, in Dak., who raised 1,300 bushels of grain and over 3,300 bushels of potatoes, this year. These Indians were the chief operators in the Minnesota massacres some years ago. They said they were entirely satisfied with the land they now occupy, and want to remain in their present location. In answer to questions whether this change had been brought about by any threats or promises, they said there had been no inducements offered them, but they had considered the matter among themselves, and came to the conclusion that it was best for them to remain in Indian Territory. They requested that this determination on their part should be communicated to Congress.

Washington, 24.—The Ponca chiefs had another council at the Interior Department, to-day, and were examined by members of the commission recently named by the President, to inquire into their wrongs and their remedy. They told the story of their removal from Dakota to Indian Territory, and what hardships they had suffered, but added that "a good time had now come for them."

WASHINGTON, 24.—The southern circuit judgeship, vacated by Judge Woods' promotion to the United States Supreme Court, will probably be filled by the appointment of Judge Billings, formerly of the San Francisco law firm of Halleck, Peachy, Billings & Park, and now United States district judge at New Orleans. Senator Kellogg says he thinks Billings will get the place if the civil service ideas of President Hayes prevail, but otherwise Dan Parks, of New Orleans, who is Kellogg's candidate, will be appointed. It is understood that the President had fully made up his mind to appoint ex-Attorney General Akerman to the position, and that in fact, the papers for his nomination had been partially made out when the news of his death arrived.

Private letters received in this city indicate with a considerable certainty that Eugene Hale will be elected to the United States Senate to succeed Hamlin. On the other hand the *Lewiston Journal* of the 22d inst. quotes Congressman Frye as saying that the report that he had not given up hopes of being elected to the Senate, and that he had commenced a canvass for the speakership of the House was a pure invention. He will remain a candidate for the United States senator, and consider his chance of success as good. A prominent Maine politician now in Washington makes the triple prediction that Hale will succeed Senator Hamlin, that Blaine will go into President Garfield's cabinet as Secretary of State, and that Frye will succeed Blaine in the Senate.

Ex-Senator Mitchell, of Oregon, is spending several weeks in Washington, attending to business before the Supreme Court and the Interior Department. Mrs. Mitchell, who went to Nice last winter in search of health, is this winter in Paris with her two youngest children, and nearly or quite well.

NEW YORK, 24.—The *Tribune*: A resident at Oakland, California complains to the *Tribune* that the daily overland mail has been delayed frequently of late, and that cattle trains on the Union Pacific Railroad have been given the right of way. The delay was said to be not unusual and to excite unfavorable comment on the Pacific Coast.

Sidney Dillon, President of the Union Pacific Railroad, said yesterday, there had been occasionally in the last few months, slight delays in the arrival of trains at Ogden. It was usual for the Union Pacific and Central Pacific trains to make good the loss of time on the other line, in the arrival at Sacramento or at Omaha. Trains stopped at Ogden two hours usually, and of course this time would be greatly shortened in case of emergency. In a few instances trains had arrived at Ogden, on the Union Pacific road, a few hours late, but the delays had been caused in either case by unforeseen accidents which were to be met with on every railroad. Dillon said if there was the slightest ground for the complaints it would be removed at once.

In regard to the arrival of bound trains at Sacramento, Huntington, vice-president of the Pacific Railroad Company, said that if there was a railroad in the United States which was scheduled time, that road was Central Pacific. In fact orders had been given to discharge any train who brought in his train minutes behind time, unless delay was caused by some obstruction. It was the intention to make up the time lost on the Pacific whenever it was possible.

MONTREAL, 24.—It now appears that the procuring of goods from Montreal to fill Chicago, and San Francisco dens of which has been largely carried on by agents having come from as far as San Francisco for the Mme. Paquet, said to be a procuress, was to-day arrested. She confessed to having sent several young French girls. To-day there entered the court a young woman who had arrived from Chicago and once displaying a large roll of backs, retained two lawyers to defend the woman Paquet. He is said to be Clara Beauharnois, confidentially informed the reporter that she had just come from Chicago, and that last week received two little girls from Montreal at a certain den on State Street. She has come after the defense.

BOSTON, 24.—The demand keeps up well for the season. There has been larger since the commencement of the month than any previous December. The transactions this week have been some 3,350,000 pounds, being 1,100,000 pounds of fall wool to arrive per ship *Indian*, left San Francisco December 1st. Washed fleeces are a shade cheaper, quite a number of manufacturers about trying to bear down prices in some instances have picked up a few lots of Ohio, Pennsylvania, Michigan and Wisconsin at auction, but generally speaking kinds of wool are held with able firmness. For medium (there has been a better feeling) reasonable lots are difficult except at some advance of prices. Combing and delaine are quiet, but this is in consequence of the small stock. We shall import largely of this kind, as the buyer of the delaine mill in the recently left for Great Britain about this time last year, bought several million. About one half the sales this week was California wool, upward of 500,000 pounds having been picked up by manufacturers. The clip State is fast passing into the hands of consumers. Sales of fleeces have been 275,000 and include Ohio and Pennsylvania XXX and XX and shawl leading buyers picking up that could be had at 47 @ 48, 1 Ohio ranges 49 to 50, Michigan and Wisconsin X 42 @ 43 medium 47 @ 48; fine delaine 46, coarse 50; fine delaine, fine medium combing, unwashed Kentucky. Sales washed and unmerchantable have been 500,000 pounds.

OMAHA, 24.—C. C. House, government director of the Union Pacific, who has returned from New York, brings news to the effect that a company of New York capitalists intend to build another bridge across the Missouri at this point for railroad trains, teams and passengers, the subscription being headed by Frank Smith \$50,000, he having large property interests here. It is to be a bridge with a draw for boats, and located north of the Union Pacific bridge. It is said that the will be completed by August and it is intimated that it will be built in the interest of the St. Paul and Omaha Railroad will probably bring the Railway into this city as a point.

Last Saturday afternoon Davis, a postal clerk on the Pacific, forgot to mail some letters dropped in his car, and put in his pocket carried them forgetting to put them in the office, as he should have done. His house was burglarized his clothes, with the letters stolen. The letters were found the street next morning, and been opened but the contents not taken. One letter was a draft for \$17,000. The others were for small amounts. The letters were dropped in the Union Pacific depot. The just become public, and have been suspended, and the