

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

NEW YORK, 23.—The *Commercial Bulletin* publishes a lengthy interview with Leland Stanford, relative to the recent comments of the Chamber of Commerce on his letter. He defended the Central Pacific freight discriminations as follows:

San Francisco lies on a beautiful bay, and is in a position to command the commerce of the Pacific. Its merchants can exact a lower rate of freight, and the railroads are satisfied with the narrower margin of profit, than in the case of Salt Lake. Yet, in its turn, Salt Lake is benefited by the railroad. Its freight is taken to the sea board twenty times cheaper and much more rapidly than if the road did not exist. The merchant at Rochester is obliged to pay a higher freight to the seaboard than a merchant at Buffalo. It is his misfortune that he does not do business at the point of advantage through which most of the grain for the seaboard passes. His only remedy is to pull up stakes and settle at Buffalo. But if the merchant at Rochester complains, what shall he say of the vast multitude of consumers? Railroads are not benevolent institutions, but they are beneficent. Cheap transportation for through freight has rendered starvation almost impossible. The few thousands of landlords in England may not like it, but the vast multitude of consumers the world over have been benefited by the system.

How about the discriminations made to individuals living in the same locality? Governor Stanford could conceive circumstances where this would be justifiable: as, when a competing road was giving cut rates, and it was necessary in self-defense to do the same. Under these circumstances a man at Chicago, for instance, might get a cut rate which his neighbor might not enjoy, but the governor could not see how the practice of making discriminations between parties living in the same town could be justified, except in special circumstances. His road has never made such discriminations at any period of its history, nor does the governor believe that any road makes a practice of discriminating rates because of favoritism to any individual. It is unbusinesslike. Does a banker loan money to a friend cheaper than to a stranger? Other things being equal is it the rule of business to show favoritism in this way?

How about the anti-monopoly movement? Gov. Stanford did not think it would last much longer than the granger movement did, both are founded on false premises. It is incorrect to call a railroad a monopoly. The only real monopolies in this country are those created by the patent laws, for instance, the government understands that F. B. Thurber (who is so active in the anti-monopoly movement) has a patent for making oleomargarine, and if he were so dishonest as to sell it as butter, no one could enter into competition with him. On the other hand, under the corporation laws of California, a fee of \$10 will pay for articles of incorporation, which will enable a company to build a line of railroad in the State parallel to his own. A stock company is not a corporation, it is a co-operation. It is liable to error, of course, in common with all such institutions, but it more likely uniformly just than a single individual would be. A railroad company lays down for the conduct of its employees, laws which the common sense of business demand. The employees cannot deviate from these laws. They are given no latitude for individual judgment or caprice. On the other hand the merchant is his own master. He can change his methods and his rules at any moment, when passion, prejudice or greed control him. So long as this is a representative government, so long as majority rules in the country, there can be no danger from railroad corporations. They cannot exist in antagonism to the will of the majority, and they cannot undertake as a minority, to overrule the wishes of the majority.

Governor Stanford spoke briefly of the progress of the Southern Pacific road, which is proceeding at the rate of two miles a day, and said that next year California would be in direct communication with New Orleans.

Times' Star route exposures today contain the following:

Colton, Cal., March 9th, 1881.
To the Hon. H. F. Page, Washington:

Dear Sir—I am feeling quite anxious about a certain mail route that I am now running in Arizona. I had heard that it was the intention of the department to reduce the service on the route to tri-weekly. It is now, and has been for two years, a daily.

The route I refer to is 40,103, from Prescott, Arizona, to Fort Mahoon, on the Colorado River, a distance of 290 miles. This route belongs to me; although Salisbury is a sub-contractor, I own the route and run it. I went to Arizona last month and got up a remonstrance against any reduction of service, and had the remonstrance signed by the governor and secretary of state, United States district judge, United States marshal and all the federal officials and the general commanding the department of Arizona. The legislature being in session, all signed the petition, as well as leading business men of Arizona.

This route, at the end of this contract in 1882, will be done entirely away with, as the Atlantic and Pacific Railway will be built right on this route. I have my road well stocked, have had to build all my stations, dig wells, and a thousand other expenses incident to a stage route. The railroad will shut this route out, and until it does, I don't want service discontinued, as this is the only route I have that I am making a dollar out of, and if service is cut down, it will ruin me sure.

I forwarded the remonstrances to Col. J. C. McKibben, National Hotel, Washington, and don't know if he has yet put them on file in the department. If it is not asking too much, would you please give the matter your attention, for there is no telling what will be done, and I expect new men will take old ones' places in the department. I am on my way to Arizona, and will be back in San Francisco in ten days.

(Signed)

HUGH WHITE.

Page asked that service should be continued until he could lay the case before the department in White's behalf. White seems to have been very much alarmed by the advent of new men in the old ones' places in the department. No action has thus far been reported in this case, but the department expects to have in a few days, some information concerning the route.

Tribune: The revised Testament was the subject of sermons in a number of pulpits yesterday. Outlines of a number of the discourses to be found elsewhere shows a disposition, almost without exception, to approve the work and to look forward to its ultimate adoption by the body of the Christian church. There seems good reason to believe that this is the feeling with which pulpits in general are prepared to receive the new version.

London, 21.—The revised version of the New Testament, published on Tuesday, was awaited with keen interest, and was received with an almost unbroken chorus of disapproval. The public are astounded at the changes in the authorized text. The Bishop of Gloucester, in presenting the work to the convention, announced that in the Gospels the changes average nine to each five verses, and in the Epistles three changes to each verse.

Elaborate criticisms appear in most of the daily papers, all condemnatory and convicting the revisers of disregarding their pledges to introduce the fewest alterations possible. These articles quote scores of examples where the changes were purely frivolous and capricious, and denounced the self-opinionated scholarship of the motley combination of theologians and professors, which have disfigured, mangled and made unrecognizable, some of the noblest passages in the Bible.

The *Saturday Review* complains of the childish pedantry of the revisers, and describes the new version as sadly inferior to the old one in general vigor and beauty of language. It predicts it will never come into general use.

The other papers express in similar terms, regret, grief and astonishment at the revisers' wanton disregard of the reverence and love felt by the English people of the existing text, saying that the revisers may know Greek, but not English, and protesting against defacing the noblest monument of English prose.

It is understood that an act of Parliament is required to enforce the use of the new version by the established church. Government has no

intention of proposing such an act. Meanwhile 2,000,000 copies have been sold. Cambridge and Oxford Universities, who own the copyright, are competing with each other in a rather undignified manner, but both are at present unable to supply the orders received after April.

The Testament is published in various styles, at prices ranging from 1s. to £2. The Cambridge edition is the better printed.

Orders for 2,000,000 copies of the revised New Testament have already been received and partly filled. Public feeling, however, is strong against the book. Many alterations are looked upon as needless and mischievous. The changes in the Lord's Prayer have raised a storm of protest; even Greek purists condemn them, while in the popular judgment the tampering with a form of prayer familiar to every family in the land, is sufficient to condemn the entire work. The book sells for the moment, but the old version will hold its ground. The crowds at the distributing offices have been so great that traffic in the streets has been almost stopped. The revision committee on the Old Testament has closed its sixty-ninth session, and carried the revision to the end of Solomon's Song.

Albany, 23.—The *Express*, hitherto a Conkling organ, comes out this morning with a double headed article, announcing the candidacy of Conkling and Platt, and reading them a lecture. It likes Conkling and asks nothing from his enemies, but he is belittling himself by this step and might keep out of the contest. He can afford to be defeated, but not humiliated.

A portion of the large factory chimney, in the rear of Jones' corn and flour mills, at Broom and Lewis Streets, fell, to-day, while workmen were engaged in erecting it down, and a number of men were buried under the wreck. Two were killed and several badly injured. The names of the killed were John Crossman and James Reagan.

WASHINGTON, 23.—Some questions about the mode of disbursing appropriations for contingent expenses of the Treasury Department, recently led Secretary Windom to order an investigation by three officials. This inquiry has been in progress three weeks, and enough has been developed to create a suspicion that not only O. L. Pitney, who has charge of the disbursements, but higher officials will be seriously affected by the developments.

The Attorney-General will await the return of Auditor French before enjoining a July dividend of the Central Pacific of two and a quarter millions.

The investigation of the accounts and conduct of O. L. Pitney, custodian of the treasury department, ordered by Secretary Windom, is developing ugly facts and involving persons who have held high places. Pitney's business is to buy everything needed in the treasury, including furniture, carpets, soap, etc. It is ascertained that he has for six years violated the law requiring him to purchase by contract from the lowest bidder, and has bought from his friends and favorites, without making contracts, paying them whatever they charged. No system of books or vouchers has been kept. Everything has been run loosely, and without business rules. Outrageously exorbitant prices have been paid, varying from 30 to 50 per cent. higher than ruling market prices, and the difference between the market prices and those paid, has been allowed to Pitney.

CHICAGO, 23.—Quebec special: The fierce east wind of the past few days has brought into port over 40 sail, and caused terrible disasters in the lower St. Lawrence, resulting in large loss of life. The drowning of thirteen men is reported since Friday night, near the pilot station. A high wave rolled over a pilot schooner, overturning the vessel and drowning five men. About the same time at Batteau a boat was swamped and four men perished. The captain of a vessel opposite Echamin, left shore Saturday night in a small boat with part of his crew, to go aboard his ship. The boat was found overturned, soon afterwards, all on board having perished. It was reported last night, that thirteen of the crew of the *King Oscar*, lying at Cape Rouge, were drowned by the upsetting of a boat. It is feared the worst is not yet known. Many other reports of similar accidents and shipping disasters are looked for to-day. The winds have been the highest known for years past.

CITY OF MEXICO, 23.—The House of Representatives last Thursday, almost unanimously approved the

Southern railroad grant concessions, and the bill will pass the Senate also within the next ten days. The Te-hauntepec concessions which the railroad commission granted Captain Eads, was approved by the House and will pass the Senate with some non-essential modifications that are acceptable to Eads.

The inauguration of the Mexican Central Railroad will take place June 1st.

Deadwood, 23.—Ground was broken this afternoon on the Black Hills and Custer City Railroad. The road will run from Deadwood to Custer, with a branch to Rapid City. Total distance about 70 miles. It is being built by the Home Stake Mining Company, principally to furnish timbers and fuel for their mines and mills.

CHARLESTON, S. C., 23.—United States Marshal Blythe received yesterday through deputy collector Jilson, the particulars of a shooting affair in Pickens County, last Thursday, between Revenue Officers Gary and Losper and two illicit distillers named Alexander—father and son. Joab Alexander, the son, ran out of the house, the doors of which were guarded by revenue officers, and fired a pistol at Losper, who returned the fire with a shotgun, inflicting very serious and perhaps fatal wounds on Alexander. The officers destroyed one 86 gallon still and about 1,700 gallons of mash and beer.

ALBANY, 24.—A few members of the legislature returned late yesterday. Those first arrived did not know of the Conkling-Arthur conferences in New York until they reached the city. They had left their homes with the understanding it was not at all likely the resigning senators would desire re-election, and even if they did they were instructed by their constituents to vote against them; their surprise, therefore, was a consternation. Senator Wagner said: "I have been spending Sunday quietly at my home and know nothing new about the contest except the sentiment of my constituents. The people along the Mohawk Valley are roused up on this question, 95 out of every 100 republicans are opposed to re-election, and are very determined in their opposition." Senator Pitts said: "I was surprised at the feeling among my constituents. The whole district is on fire and a storm of indignation against the senators is felt everywhere. Any one who votes for the return of Senator Conkling digs his political grave. He can never be re-elected in that section. Assemblyman Skinner said the people seem of one mind in their opposition in the re-election of Conkling and Platt. The ranks are swelling every day and the great mass of republicans are determined that the administration shall be upheld. Assemblymen Peck and Chamberlain of St. Lawrence say they found their constituents united on the question and Saturday at a meeting in Canton, St. Lawrence County, he promised the people he would fulfill their wishes. Assemblyman E. A. Carpenter, of Suffolk, said his constituents were against the action of Conkling and Platt, but he favored their re-election, nevertheless, so as the members of the legislature are concerned there are few attempts to defend the action of the Senators now. Those who speak in their behalf argue the State cannot dispense with the service of Conkling, that the Senate is too evenly divided to part with a senator so practical and so serviceable to the republican party and they claim with fair treatment at the hands of President Garfield, Conkling will support his administration much more effectually than any other senator in the body. They say they feel sure of his being re-elected but are only anxious to have the vote as nearly unanimous as possible. They claim a clear majority of the 106 republicans, and expect to hold a caucus. As things look, everything depends upon the caucus. If all the republicans go into the caucus, the probabilities are Conkling will get a majority vote, and then according to custom, the nomination must be made unanimous. But it is said the administration members will not attend this caucus, or if they do, will not be held by its action, if they are outvoted. The declaration by the *Morning Express*, the State paper and stalwart organ, to-day, that Conkling will belittle himself if he enters the canvass asking for re-election, has caused no little surprise. At first it was thought the article was inspired by Gov. Cornell, but this is denied on good authority, which says it is only the individual opinion

of one of the editors. But it regarded a very strange expression to be found in the columns of a paper which all last week insisted upon Conkling's vindication by election. The administration members last night reiterated their declarations of last week that they would not go into the caucus with the stalwarts. If this program is carried out and both factions stand apart, the democratic voting for their own candidate, a deadlock will be produced which will last perhaps for weeks. The last new candidate is J. V. Vin, of Montgomery County, is said to be a friend both of Conkling and Garfield, and for this reason he is urged as a compromise. E. A. Carpenter last night said Conkling and Platt are sure to be elected; that there will be a caucus and all but two or three will take part in its proceedings. When Alvord would not go in, he was never expected he would.

Following is a copy of the editorial which appears in the *Express* to-day: "There can be, nor shall there be any question of doubt as to where the *Express* stands in the senatorial fight. It has always been stalwart and more stalwart than ever, and first and last and until the contest shall terminate, for stalwart leaders (Conkling and C. Platt, and heartily approves and endorses their course, and we earnestly appeal to every republican member of the legislature to aid them that support they so merit, by standing steadfast to republican principles."

Conkling permitted it to be announced last night that he would Albany to-day. The stalwarts feel greater confidence since this reference, claiming 8 of the 30 republicans who pledge themselves to keep out of the caucus have recanted.

Gen. Kilpatrick, who has been much of Secretary Blaine's says: "The administration members of the New York legislature will not enter the caucus for nomination for senators because a caucus will be fixed for Conkling and Platt; that the condition of affairs justifies the anti-Conkling members in refusing to join a caucus because the decision of caucus will be predetermined so that the object of the administration party is to beat Conkling not elect him."

WASHINGTON, 24.—The development of the investigation of Treasury custodian's affairs are attracting general attention. At Secretary Windom took charge of the Treasury he was advised of a ring now being exposed. As the Secretary got time from the pressure of applicants for office, other pressing matters, a committee was appointed with strict instructions to make the inquiry complete and sweeping, to spare no Congress makes appropriation the custodian of the Treasury or other for the contingent expenses the Treasury in bulk. Last week an effort was made to have the committee on appropriation change plan and make specific appropriations of a certain sum for carpets, fixed sum for furniture, so on. This change prevented by protests that a mode of appropriation would please that division. The investigation will, it is stated, make important developments. It has been operating for years, now that the exposure is begun, it can be traced to many persons. Two years ago, Assistant Secretary Upton was informed of wrongs and misapplication of public money by Custodian Pitney, but took steps toward correction. It is asserted that Upton will soon be moved, and the strong fight will keep him in position was for purpose of preventing the exposure now come. This investigation that of the Star route service not the only ones to be made. present administration intend search through all the departments of public service to learn how public business is being conducted and whether reckless, wasteful wrong practices exist anywhere. Wherever any wrong exists, it will be exposed, and wherever money is missed, it is to be recovered.

"DESERET" THE AMERICAN HONEY BEE.

Another evidence of the reality of the B. of M. comes to us in the form of the honey bee (*Deseret*), a petrified one, taken from the bluffs of the Missouri River near Rulo, Nebraska. See what the