

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

NEW YORK, 4.—The annual report of the government directors of the Union Pacific Railroad, states the gross earnings of the company for 1880 are estimated at \$25,000,000, of which the branch lines earned about 2,500,000. The Union division probably earned \$15,750,000 and the Kansas division \$6,750,000, showing an increase over the previous year of \$2,549,000 for the former and a large proportionate increase for the latter. This is accounted for by the fact that the consolidation stopped competition and allowed business to go into its natural channels of transportation. The operating expenses for 1880 are estimated at 44 per cent. on the Union division and about 50 per cent. on the Kansas division, including renewals and taxes. The Pullman sleeping car contract will expire next year and, unless a new contract can be made on a liberal basis in which the railroad company will be largely interested in the revenue received for the use of cars before the expiration of the contract, the railway company will consider and determine the question of running its own sleeping cars.

Respecting the completion of the Atchison, Topeka and Santa Fe railroad, the report speaks as follows: This will make the competing line of railway through to California, about 400 miles longer than via the Union Pacific and Central Pacific to California. In passenger travel 18 hours additional time will be required to make the trip to San Francisco, and 33 hours additional time for freight transportation. Hence, as quick transit especially on long routes of travel, is very desirable and generally sought for, The Union and Central Pacific Railway route will doubtless remain the favorite route for passenger travel and freight traffic. The government directors are informed that a satisfactory business arrangement will be made with the competing line of railway, and thus avoid undue competition for business. The government directors believe that the policy of building and aiding to build branch lines of railroad by this company that has been pursued in the past years and is still being continued, was wise both in its conception and in its execution, as the trunk line of railway has branch and feeding lines of railway to support it, independent of its through business, which now amounts to but a small proportion of its traffic, viz: 28 per cent. They figure out the average daily through California freight business over the Union Pacific between Omaha and Ogden in August, September, October and November, 1880, at 33 cars each way, against 28 cars during the corresponding period in 1879, and add that, in their opinion, any loss of through business in 1881 in consequence of a division with the Atchison, Topeka & Santa Fe Railroad, will be more than made up in the increased business that will be derived from its branch lines of roads and its local business. They favor consolidation and pooling, as tending toward economy, quick transit and uniform rate, and in this connection state that a consolidation with the Central & Southern Pacific Railway has been informally considered, relative to which no satisfactory conclusion has yet been reached. They add that, upon an equitable basis both for the interest of government and the respective railways, it would be desirable.

In addition to previous particulars regarding the tenement fire are the following: On each side of the hallway on every floor of the building were small living rooms and two bedrooms, each barely six feet square. The living rooms all had two windows entering on the court, and one of each set of bedrooms also fronted upon it, while the remaining bedroom in each suite of rooms was dark. A fire escape led from the roof to the first floor, with the balconies connecting with the suites of rooms upon each floor. A corridor on each floor led from the narrow cramped entry of each floor to this balcony. The stairs by which the families reached their rooms were not wide enough to allow two persons to comfortably pass each other, and they were also full of turns to economize space. A scuttle led to the roof, and this made the draft which drew the flames up the narrow stairs, cutting off the retreat of the inmates. Curious crowds blocked the approach to the station house in Oak Street this afternoon, and

half-a-dozen policemen were scarcely able to clear the way for the dead wagons which arrived. The coffins, hastily nailed together of rough pine boards, were carried into the lock-up, where, on the floor, in front of the untenanted tier of cells, lay the bodies of the dead.

Wm. J. Patton, boss plumber, at the scene of this morning's fire, was sent to the Tombs in default of \$10,000 bail, which he secured this evening. The offense was for using gasoline, which he said he knew was explosive, unless carefully handled. Harrington, whom he detailed to do the job, was a green hand.

A fire occurred this evening in the Phoenix Pharmaceutical Works, Nos. 157, 159 and 161 Eighty-eighth Street. The building was only two stories high, but covered a large plat of ground. It was erected about a year ago by the proprietors of the works, Hennis & Finch, and was filled with chemicals, medicines and toilet preparations. The fire broke out in the basement, where large quantities of non-explosive chemicals and essential oils, used in the manufacture of perfumery, had been stored. The explosive chemicals were on the upper floors, and the firemen strove hard to keep the flames confined to the basement, and they flooded the basement to the depth of nearly three feet, but the oils floated on the water and continued to burn as fiercely as ever. The firemen continued their efforts over three hours before the flames were extinguished. Loss, \$40,000; insured.

The Tribune: Captain Eads has completed his negotiations with Mexico for the construction of a ship railway across the Isthmus of Tehauntepec, and has received the most liberal concession it has ever granted, being a strip half a mile in width for stations, leaving him untrammelled as to the plans and execution of the work, which is to be commenced within two years and completed in twelve years. Government also grants a subsidy equal to 1,000,000 acres of public lands. It also gives him the right to consolidate the Tehauntepec Railway, now being constructed by Leonard and others, with the ship railway, on such terms as may be agreed upon between them, and in such event the location of the Tehauntepec Railway may be altered as desired by Eads. The Tehauntepec Railway has a subvention amounting to about \$15,000, to be paid by the Mexican government in custom house certificates and has also a large land grant. In case of the acquisition of this railway, its obligations to the Mexican government are to cease and the subvention would then attach to the ship railway. The duration of the grant is ninety-nine years, at the termination of which government is to take possession of the works, and pay two-thirds their value. Permission is given to Eads to hypothecate the revenues of the railways to any other government which he may select to aid him by money or guarantees, in its construction, the intention being to secure the co-operation of the United States with Mexico in the contract of the works as this is regarded by leading men in Mexico as the American route across the Isthmus, and the one in which these two republics are most vitally and directly interested.

The estimated gross earnings of the Eastern division of the Northern Pacific road for December were \$197,000, an increase of \$90,500.

The Denver & Rio Grande Railroad earnings for December were \$349,193; for the same period last year, \$131,112. The earnings for 1880 were \$3,452,618; earnings for 1879, \$1,227,701, an increase \$2,224,915. For the last six months ending January 1st, 1881, the earnings were \$2,390,589. The average number of miles operated in 1880 were 460. The average number of miles in 1879, 337.

It is said a Boston banking house has purchased, at above \$35 per share, the controlling interest in the Lake Erie & Western Railroad stock.

The members of the Northern Pacific Syndicate announce the subscriptions received for the Northern Pacific Railroad general first mortgage bonds considerably exceeded the amount reserved for this market. They can receive no further subscriptions except subject to London allotment, which will be as soon as practicable after the closing of books there on Wednesday night.

The Oregon Improvement Company have just purchased from Mulloy & Co. a steamship now building by J. Roach & Son, 340 feet long, 39x5 beam, of carrying capacity of 3,100 tons dead weight. This steam-

ship, according to contract, will be ready for sea on March 1st, together with the two freight and coal steamers now building at the same shipyard for the same company. This purchase will provide the Pacific Coast trade with nearly 9,000 tons additional steam tonnage within a few months.

WASHINGTON, 4.—The local papers this morning published under a New York telegraph heading, a series of letters purporting to have been written last spring and summer by Mrs. Christianity to Edel Berto Giro, whose name is coupled with hers in the Christianity divorce proceedings. These letters are of a very loving character, and contain numerous appeals to Giro to come forward and testify for her protection against the charges made by Christianity's counsel in regard to their alleged improper intimacy. Accompanying the letters are also several written to a Mr. Jackson, whom she implores as a friend of Giro, to exert his influence to induce Giro to come forward and aid the woman he had compromised from the consequences of what she terms "a thoughtless but great imprudence."

This evening's Star publishes an interview with Mrs. Christianity, in which she gives her explanation of these letters and the history of her acquaintance with Giro. She says, among other things, she declined many written requests of Giro to be permitted to come to see her at Washington, but finally went with a lady friend to meet him at the railroad depot on his arrival at New York, on the strength of an assertion on his part that he was about to visit Peru, and "knowing there was much talk about her there, he wished to hear her side of the story to defend her. She says she did not accompany him to the hotel, but subsequently she and her lady friend dined with him at a restaurant. The next morning at her mother's home he urged her to get a divorce and marry him, but she declined. He came back in the afternoon and told her that there had been a woman with him at the hotel that afternoon, and that some one had said it was she (Mrs. Christianity) that Christianity and his friends were persecuting her and she must marry him. She replied that Christianity and his friends might drive her to death, but they could not make her marry him, she never would. He then left, but returned in the evening, and threatened that if she did not marry him he would say she was the woman at the St. James and ruin her. Being again refused, he swore vengeance upon her for having scorned him, and finally became so violent that to pacify him she said she would marry him. Mrs. Christianity further informed the Star reporter that Giro then returned to New York and she then wrote him retracting her promise, but he persisted in claiming its fulfillment, and some time afterward when she learned Christianity's counsel intended to institute divorce proceedings against her upon the ground of improper intimacy with Giro, she took advice of friends and wrote him the series of letters now published, merely as a means by pretending to be in love with him, to avert the carrying into effect of the threats which he had made in Washington, and to induce him to give truthful testimony for her protection.

The debt statement, issued to-day, shows the decrease of the public debt during December, 1880, to be \$5,699,430; cash in treasury, \$220,299,739; gold certificates, \$45,582,130; certificates of deposit outstanding, \$7,005,000; refunding certificates, \$927,400; legal tenders outstanding, \$346,681,016; fractional currency outstanding, \$7,147,530; 6's of '81 outstanding, \$6,192,000. Payments made from the Treasury by warrants during December, 1880, were, on account of civil and miscellaneous, \$5,470,979; war, \$3,491,911; navy, \$1,719,104; interior—Indiana, \$643,018; interior—pensions, \$4,750,070. Total \$16,075,063. The above does not include payments made on account of interest on principal of the public debt of the United States.

CHICAGO, 4.—The Tribune's New York special says: The Garfield-Morey letter comes to light once more in a plain confession, on the part of the paper that published it to the world, that it is a forgery.

The Star contains the following particulars, which will no doubt be the means of settling the question forever. As previously published in the Star, it is now a clearly established fact that the over zealous friends of Gen. Garfield in subject-

ing Kenward Philp to arrest and indictment on the charge of maliciously libelling Gen. Garfield, only placed themselves further away from the real culprit. B. J. Jayne, formerly special Treasury agent and expert detective, where presumable forgeries were involved, has devoted much time and labor towards unraveling the Chinese letter mystery, and he has ascertained not only the published letter was a forgery, but in what particular office it was concerted, by whom, and the names of the men who fostered and encouraged its distribution. Sometime ago, when the proprietors of the Truth newspaper becoming convinced that the letter was a forgery, they wrote to Garfield, so declaring, and desiring that the correspondence should be suppressed from the public until all the facts in the case could be secured. That mission having been successfully accomplished, the proprietors of the Truth have written the following:

To James A. Garfield, President-elect:

Dear Sir—After a searching investigation, in which we have spared neither time, energy, nor expense, we have traced the Morey letter to its origin, and are certain of its forgery. This acknowledgment is due from the journal in which the letter first appeared. It is made voluntarily and as a matter of simple justice. For while we believed, as we did, until a few weeks past, that you were the author of the letter, no bribe could tempt nor threat intimidate us into making a contrary statement; but having ascertained our error, now it is a gratification to us to give the same prominence to this acknowledgment that we gave to the forged letter itself, and thereby make all amends in our power for the wrong of which Truth was the unconscious instrument.

ST. LOUIS, 4.—A shocking accident occurred to-day on the Chicago, St. Paul, Minneapolis and Omaha Railroad, by which six men were killed outright and a seventh lost a leg. The men were engaged in a cut north of Bancroft, shovelling snow. The working train, anticipating the coming of the South Bend passenger, had side-tracked and the men, 11 in all, had stepped from the track to allow the passenger to pass. Some trouble in getting through had been experienced the day before and the engineer, approaching the cut, which is a long one and on a curve, put on steam and rushed in. The train consisted of a locomotive and tender, two box cars and one passenger car. The train, with the exception of the latter car, passed the men in safety, but the steps of the passenger coach caught them and moved them down like grass under the wheels. Only four escaped without serious injury. The names of the killed are Chas. Meyers, Thos. Broughman, A. P. Swanson, G. A. Herman, Olney Anderson, John Erickson. The name of the wounded man is John Adelan. The men all lived at Oakland, Neb., to which point the bodies were conveyed.

ST. LOUIS, 4.—Mrs. Bratley, alleged to be a dissipated woman, left her squalid little home in an alley off Seventh Street this morning to pawn a shawl, to get money to buy whisky with, leaving her little girl, three years old, and her baby in a cradle in the room; during her absence the room caught fire, and before assistance could arrive the little girl was burned almost to a crisp, and died shortly afterwards. The baby was saved unhurt.

Mrs. Harriet N. Cooper, a colored woman, died at Cheltenham, one of the suburbs of this city, on New Year's Day, aged 115 years. She weighed 400 pounds and was the mother of twenty-five children, the youngest being 62 years old. Her husband is 100 years old, and still living.

SAN FRANCISCO, 4.—Wells Fargo & Co's annual report of precious metals produced West of the Missouri river, including British Columbia and receipts in San Francisco by express from the West coast of Mexico, is as follows: Aggregate gold, \$35,522,182; silver, \$40,905,364; lead, \$5,752,390; copper, \$898,000.

Colorado	\$21,184,989
California	18,276,166
Nevada	15,081,166
Utah	6,450,950
Arizona	4,472,471

In comparison with the product for 1879, California shows an increase in gold of \$579,579 and a decrease in silver of \$360,873. Nevada shows a total falling off of \$6,966,093.

NEW HAVEN, 4.—The residence of Elisher Sperry was robbed on Sat-

urday night of \$345,000, in bonds, by some one who must have been familiar with the house, for the securities were in a cabinet safe. Bunting attempts were made to deceive the police, but they have arrested a nephew of Sperry and held him in \$20,000.

PHILADELPHIA, 4.—The Western Union Telegraph Company will apply for an injunction to restrain the Pennsylvania Railroad Company from interfering with the wires between Philadelphia and New York. The railroad company has notified the telegraph company to remove those wires; but the latter claim a binding contract. This is a very important case, connections being made here with all the principal points south and west by means of these lines.

NEW YORK, 5.—Mr. Brassey, member of the British House of Commons, having denied that he had lately bought lands in the United States, the World comments: Brassey doubtless has private reasons for denying that he has been investing any portion of his great income in American lands, but the success on the London market of the loan of twenty millions of dollars just asked for by the Northern Pacific Company goes to show that he might have made such investments without damaging his reputation in England as a practical man of business. The immense recent development of the grain regions of the great north-west has convinced English capitalists that their accumulations will be at least as safe and remunerative in the regions of the United States, which but the other day were savage wastes, as they are likely to be in Ireland after long centuries of British rule.

The Tribune's Washington special says: Representative Whitthorne, who is a member of the select committee on an inter-oceanic ship canal, said to a correspondent this evening that the committee is anxious to secure action upon the Monroe Doctrine resolutions, and will endeavor to do so as soon as it can gain the consent of the House of Representatives. "For my part," remarked Whitthorne, "I am opposed to any and all prospects for a ship canal between the Atlantic and Pacific. Such a canal would inevitably lead to complications and perhaps war with foreign governments." Whitthorne believes that the manifest destiny of the American people is a grand one, but he does not believe it ought to embrace a ship canal between the oceans which wash its western and eastern coasts. His views on this subject he says, are not shared by any other members of the inter-oceanic canal committee.

The Sun's Washington says: All rumors connect Blaine's name with Garfield's cabinet may be summed up in the simple statement that the Senator from Maine was invited to select his own place in the administration and that he has chosen the Department of State. Unless something unexpected happens he will be Secretary of State after the 4th of March. It is very certain that neither Conkling nor the particular friends of Conkling were consulted in regard to this intended appointment.

The World's London says: The Queen's speech was submitted to the cabinet to-day and will be signed by Her Majesty to-morrow. Almost all the members of Parliament have already arrived, and Lord Beaconsfield is said to be very active in his movements among them previous to the opening of the session. It seems to be conceded that if Mr. Parnell is not allowed to leave Ireland, Mr. Justin McCarthy will take his place as leader of the home rule party in the House of Commons.

A Dublin dispatch says: At the weekly meeting of the Land League yesterday, Davitt said it was understood that several more meetings would be proclaimed this week, and he counseled all branch leaguers to give the authorities no pretext for the suppression of doings in consequence of wording placards. When all the meetings were proclaimed, he said the branches of the league would be summoned to meet fortnightly, and if these meetings were prohibited, the only remedy which would remain would inevitably point in the direction of illegal meetings. If habeas corpus were suspended, he was firmly convinced that violence and outrage would usurp the restricted influence of the league.

Last night some people near Claremorris dug a ditch across the road to prevent the passage of the process server, who with a police escort was proceeding to serve writs of ejectment. The mob threw stones