

## BY TELEGRAPH.

THE WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

WASHINGTON, 9.—A New York *Tribune* reporter found Thomas M. Nicol at a hotel yesterday and asked his views on the prevailing topic of political interest, the contest between Senator Conkling and the President, and particularly on the President's action in withdrawing the New York appointments. Nicol said the President did not make the quarrel. He had a right to make appointments. The quarrel is made by those who oppose the President in a quarrelsome spirit and manner. General Garfield is not a quarrelsome man. He is the very opposite. Senator Conkling has quarreled with more of his associates than any other man in public life. Look over the list of public men that Conkling has either quarreled with or publicly and contemptuously sneered at. Blaine, Sherman, Hayes, Schurz, Evarts, Foster, Fenton, Curtis, Hoar, Burnside, Bayard, Lamar and many others, besides whose life of such notorious insolence and disregard of the common courtesies of a gentleman as no other man was ever tolerated in, and he will not be tolerated in much longer.

You do not seem to be an admirer of Conkling? No, sir, I am not an admirer of any bully or tyrant. Here Nicol paused and said: "Now I have said harsh things, such things as never ought to be said unless they can be fully sustained, and not then unless there is great provocation to justify them; but for one I am heartily tired of the strange deference paid to this man's place and conduct in public life. He is a vicious, uncertain, disagreeable, disturbing element of doubt always. For nearly three months last summer nobody knew whether he was going to support the republican ticket or not. He left Chicago without speaking to General Garfield of his nomination, and when Garfield visited Washington and happened to ask Carl Schurz to ride a few blocks with him when they were both going on an errand in the same direction, Conkling began talking about it as though it had been an act of high treason. He did not answer a respectful note that Garfield had addressed him, because he went out riding with that 'professional foreigner.' Now his friends magnify what he did in the campaign, and tell us that if he hadn't helped, Garfield could not have been elected, and he is entitled to have his wishes regarded; he carried the country, etc. That is, he ought to be thanked and paid for not being treacherous after he considered the matter three months and concluded it would not pay. Why don't somebody say that Blaine or Sherman is entitled to special favors because they were not treacherous, or General Logan or Mr. Schurz? and yet Conkling and his friends talk about perfidy."

Do you wish to be understood as saying that Conkling contemplated treachery in the campaign? I do wish to be understood as saying I believe that very thing, and I believe it on evidence, too.

Does Garfield believe so? I do not know that, and I do not pretend to speak for him, but he knows all the facts to which I have alluded, and I suspect he appreciates them. Of one thing, said Nicol, in conclusion, I am very certain. The people of other parts of the country are heartily tired of these incessant bickerings about New York affairs, and of the fact that needful legislation for the whole country should be made to wait on them, and pretty soon they will place the seat of their displeasure so emphatically on the man who introduces his own interests and selfishness in the way of public business and interests that, though he were made of brass, he will step down and out from the position of leader of the republican party.

It is understood that Lamar favored the confirmation of Stanley Matthews. The rest of the committee, Logan, Ingalls, McMillan, Davis and Bayard opposed it. Conkling and Garland were absent. No action was taken on Pardee.

The object of Kellogg's motion, today, was to ascertain what states have over their quota of the appointments and which less, Senator Brown recently claiming that the South had very few. It is stated that thousands of southern republicans have written, demanding recognition of the South if Brown's acts are correct.

It is stated that Louisiana has 22 appointments in the departments, of whom 11 were never in that state.

Kellogg will insist on a vote to-morrow.

The Commissioner of internal revenue estimates the receipts will aggregate, this year about \$10,000,000 more than last year. The increase is due to the increased production of cigars and cigarettes.

The Senate committee on foreign affairs authorize its chairman to report back to the Senate, to-morrow, with the recommendation that it be adopted without amendment, the resolution recently reported by Senator Morgan (the same introduced by Senator Eaton in the last Congress), asserting the right of the United States Government, as a measure looking to the interests and general welfare of its people, to assert its right to dictate on what conditions the Panama or other canal can be built on the American continent.

Indications are that the republican caucus will be spirited if not stormy. Senator Ferry says he does not consider it worth while to answer any speeches of the democrats in reply to his. The administration had nothing to do with that speech, he alone was responsible for his sentiments. Gen. Hawley denies that he had a row with Conkling. Dawes says so far from being dissatisfied with his leadership the President has urged him to remain. Conkling and Davis had a long conference to-day.

DENVER, 8.—The *Tribune* says: Yesterday it was discovered that proceedings had begun in the District Court of Arapahoe County against Senator Dorsey, for moneys promised the plaintiff for services rendered in procuring petitions, creating interest among the people, etc., in order to increase the mail facilities of certain portions of Oregon. The bringing of the suit here came about as follows: Some months ago a law firm here received from an attorney at Portland, Oregon, a claim for collection against Dorsey. The claimant is a well known politician of Portland, whose name the *Tribune* does not state. The latter had a number of letters written by Dorsey, promising him so much per day for services and giving minute directions how to proceed to get petitions, make contracts, etc. These letters, with the claim were placed in the hands of Denver attorneys and last winter when Dorsey came to Denver to look after mining interests, he was visited by the attorney and a bundle of letters alleged to have been written by him was shown him in support of the claim. Dorsey pronounced the claim a fraud and denounced the claimant as a blackmailer. Proceedings were immediately begun in the District Court. Dorsey instructed his counsel to enter a demurrer on the ground that these contracts were illegal. Since then matters have remained in statu quo. One letter is dated Washington, April 12th, 1879, and says the correspondent wants him to go to Eugene City and procure all the petitions possible for an increase of mail service from Eugene City to Bridge Creek, to a daily instead of a weekly, also to have the time made faster. The letter continues: "I want ten or a dozen on this route, and also get people to write the Postmaster General and their senators. We want prominent democrats to write to Slater and Grover urging them to see the increase is made." The correspondent is further directed to get ten or twelve different petitions on each route. Have a large number of letters written to the Postmaster General and senators, and be sure all ask for a daily and fast line. Get the State officers and Chamber of Commerce at Portland to write. "I will pay your expenses while gone, and \$5 per day. If you have not means I will telegraph you sufficient."

The second letter, written four days later, states that contracts are enclosed for the route from Bridge Creek to Eugene City, then under contract for one trip a week, and says if the schedule time is changed a new contract will have to be made, and continues: "The best we can do (and there must be a guarantee bond for the fulfillment of the contract) is \$7,000 per annum for three trips weekly, time 100 hours, which is slow walking time." The writer further says: "Make the contract thus: Three trips weekly, \$7,500 per annum; six trips weekly, \$14,000; seven trips, \$16,500; the contract to run until July 1st, 1882, and not be filed in Washington." He says further that he must have a new contract for the route from Lookingglass to Coquille. Make the contract for the latter route as follows: For three trips, \$2,500—you may go to \$3,000; for six trips \$5,500; for

seven trips, \$6,200; no contract to be binding upon us but upon them, until approved by M. C. Riddle, agent here. Mr. Fink has filed his contract. I don't want it filed. I will pay him monthly if he wants, but don't want my contracts on file here. The letter closes by exhorting the correspondent to send petitions, etc., by the cartload to himself, Slater and Assistant Postmaster Brady. Another letter of the same date relating to a Washington Territory contract is published.

These letters will be produced in court as evidence to support the claim.

New York, 8.—The *Times*, to-morrow, will print the first of a series of articles from Washington concerning the Star route contracts. The opening dispatch is in a great measure directed to a history of various routes, and the means used to have pay for transporting mails over them increased. The beginning of the story is suggestive and is as follows: The time will come when the rings which have plundered the Treasury of the United States by means of contracts for carrying mails will take their place in the history and estimation of the American people by the side of the most infamous organizations of their kind. That time is nearly at hand. The Tweed ring of New York and the canal ring of New York have passed beyond the period of denial, explanation and attempted defense, and their dishonesty and corruption are facts as firmly established in history as events of the war of the revolution. The Starservice rings are still in existence, but their condition resembles that of a snake that has lost its head and is seeking to replace it. The head is gone, but there is tremendous energy and power in the body. Nevertheless, without a head, these organizations must die. It is a great struggle in which these rings are engaged. The influence extends into almost every direction. Their agents are numerous in both great political parties; their operations have been interwoven with great political undertakings; their strength can be understood only by those who have sought for evidence of their corruption and seen the efforts which they have put forth in their own defense. There are intelligent persons who predict that they will win this their greatest battle, as they have won battles before. The people will make the fulfillment of this prediction impossible, as soon as they plainly understand the manner in which they have been robbed. To the people the facts must be shown, for with them lies the enduring remedy, through their representatives in Congress. In the past the people and their representatives have innocently been a bulwark for the protection of these rings. Any attempt to lay bare the accumulation of wickedness has been denounced as an attack upon the energetic pioneers of our growing west and southwest, and the honest influence of these people has been sufficient to bring the scale in favor of persons who were robbing them under pretence of a brand new policy for the thorough dissemination of intelligence. In the last annual report of the postmaster-general, Mr. Maynard, then holding that office, there was the following assertion: "The general public cares only to know that its correspondence is conveyed to its destination with certainty, celerity and security, and pays little attention to the methods by which these ends are attained." This is true, and in this truth may be seen the safety of the rings. When the people determine to pay some attention to these methods, then the rings will be at an end.

New York, 9.—The *Times* has a page and a half of Star route exposure. There is a group of routes in Oregon which will receive careful attention. Extracts from official records and congressional documents shed bright light upon them. Four have been chosen for the purpose of this examination. For three of these the contractor is J. E. Peck, of the firm of Dorsey, Miner & Peck, and the fourth is in the hand of J. W. Dorsey, so far as the records can show. After the official history of these routes has been given, there will be added some interesting testimony. The annual pay on these four routes was raised from \$16,732 to \$164,189 as follows: Route No. 44,155, from Dalles to Baker City, raised from \$8,288 to \$72,520. The contract was awarded to John M. Peck, of the Dorsey combination, on March 18th, 1878. The fourth contract was transferred to H. M. Vail, another contractor identified with the Dorsey interest, and the route at once began to undergo de-

velopment. Government has paid thus far to contractors since July 1st, 1878, \$154,900, although the route was let at \$8,288 per year. There were petitions, of course, upon which to base the action that was taken by Brady. The most earnest advocate of the increase and expedition was Senator Mitchell, of Oregon, and one or two petitions were endorsed by Senator Slater. It was shown that the net annual revenue of the intermediate offices was only \$1,123, but in spite of this the number of trips was increased and the running time reduced, at an annual expense of \$84,232. Route 44,140 from Eugene City to Bridge Creek, was raised from \$2,468 to \$21,603. The contract was awarded to J. M. Peck, and sub-let to P. J. Wickoff, for \$2,700. The sub-contract is one of the few on the line, which shows that it receives only \$7,400, leaving more than \$14,000 annual profit to contractors. By means of this sub-contract the department don't know how much the service really costs. Government has paid the contractor about \$42,000 on this route up to date in less than three years. Route 44,160, from Carson City to Fort McDermott, was let in '77 for \$2,888 to J. M. Peck, and raised to \$49,788. The route was turned over to H. M. Vail. During the two years and ten months of the contract term which passed, Government has paid the contractor about \$72,800. The fourth route of the Oregon group is 44,154, from Dalles to Lake View. This route also belonged to the Dorsey combination, but Peck did not bid for it. The duty was assigned to J. W. Dorsey, brother of the ex-senator. The annual pay for this route was raised from \$6,088 to \$20,300. The papers show that at first an attempt was made by means of petitions and recommendations to secure an addition of one trip, but very soon nothing less than six trips and reduced time would suffice. At times there were many complaints about the poor performance or non-performance of the service. Senator Mitchell writes that there were so many failures that the whole country was indignant. Government has paid the contractor to date over \$48,000.

Philadelphia, 9.—Black, Cason and Blackman, charged with having defrauded Government in mail contracts, were arraigned this afternoon before the United States commissioner, and held in \$5,000 bail each, the court stating that it was evident Black was the principal. They will be tried at the term of the court beginning next Monday.

Washington, 8.—On the 7th inst., awards for carrying the mails in various parts of the country under the miscellaneous advertisement of March 10, were finally decided upon at the postoffice department. The letting of the contracts is not what is known as the regular letting, but consists of service on such routes, as from various causes, cannot be advertised and let at the usual time and manner. In opening the proposals for these contracts, a material departure was made from the usual custom in such cases. The law requires that all proposals for carrying mails shall, before being turned over to the contract offices, be "opened and marked." Heretofore, with one exception, occurring several years ago, the custom has been merely to open the bids and stamp them, a work which some of the officials at the department say is practically of no value, and evidently not what the law contemplated, since no record of bids was made, others could be added after the opening. Bids in blanks could be filled in so as to secure contracts, or be withdrawn so as to give some favored bidder the contract, or could be changed for the same purpose. Some years ago quite a scandal was created in the department by some of these very doings, and several employees of the contract office were dismissed in consequence, but still, with the exception above alluded to, no change in the manner of opening bids was made. When the present opening was made Postmaster General James authorized a change to be made, which was as follows: After the bids were opened they were stamped with the date of opening, and with an engraved device of which there is but one in existence. They were then numbered consecutively, arranged by routes, and a list made of them, giving the number of the bid, the name of the bidder, the number of the route on which the service is to be made, the amount of the bid, and any defect, informality, or irregularity that was discovered. After that the bids were turned over to the contract office, and a list furnished the

Postmaster General, with the engraved device mentioned. Before this, when the bids were turned over to the contract office, they were always either under the eyes of the committee appointed to examine and mark them, or in a vault, the key of which were in the exclusive possession of one of the committee. It will be seen that under this plan there is no opportunity whatever of tampering with bids by any one who posed to do so in the Department without certain discovery, and no bids can be abstracted or ones admitted. It is so good a plan that the Postmaster General probably caused it to be adopted all future openings of bids for routes and other contracts.

DENVER, 9.—A telegram received by the Governor states that on 5th inst., in La Platta county, ranch was attacked and a hundred and forty head of cattle run off by three ranchmen named Thomsen, Smith and May killed. It is known who were the attacking party, some think Indians and others white desperadoes.

The *News* furnishes the following additional information regarding the depredations. The Governor's telegram was dated Durango, and the Indians committed the murder. The ranch was the property of Mr. Thurman. Upon receipt of the telegram the Governor telegraphed to General Pope, and sent a courier from the end of the telegraph line to Durango to ascertain the truth, and it true, with a band of Indians and how many. They were engaged in the night, and also if Chief Ignacio was at the southern agency with the main body of the tribe. No reply can possibly be received until to-morrow afternoon. It is thought the depredations may have been committed by a band of renegade Indians located for the south-western corner of Colorado and Utah, who recognize no authority and whose depredations in the past have been terrible. If these Indians belong to Ignacio's tribe, then the situation is considered as very serious, and a universal outbreak contemplated. The news reaches them of the incident of four Indians for the murders of Jackson, the indications so act to be that they will immediately take the war path. Gen. Pope intimated the Governor saying, the depredations seem incredible, as Durango is only 14 miles from Fort Huachuca, where four companies of infantry and one of cavalry are stationed, which if an outbreak had occurred could have been back as May 5th, he would have been notified by the commander of Fort Lewis, and states that reports received by him, to-day, from the Uncompahgre and White Mountain agencies, indicate everything favorable. Nine companies of regular troops left Kansas City for Utah yesterday.

YORKTOWN, 10.—The centennial commission has purchased a tract of 500 acres and the site selected for a memorial shaft commands a view of the river several miles with above and below town. The New Moore house, in which the capitulation was signed by Cornwallis, will be fitted for President Garfield's headquarters during the Centennial ceremonies. The country in the immediate vicinity affords magnificent sites for a large encampment. The committee are now devising the best plan for landing the nation's guests and those who are to take part, making an encampment for two or three days. On the Governor Holliday will deliver an address, on the 19th the President will receive the monument as part of the nation and dedicate exercises consisting of an oration, poem and ode will take place. 13 original States will be represented by their governors, and soldiers.

WASHINGTON, 10.—The Senate committee on foreign relations authorized the chairman to report to the Senate to-morrow with the recommendation that it be adopted without amendment, the resolution recently introduced by Senator Logan and also introduced into Congress by Senator Eaton: Resolved, By the Senate and House of Representatives meeting in Congress assembled, That the interests of the United States of America and the welfare and security of the government are so involved in the subject of the construction of canals and other ways for the transportation of sea-going vessels across the isthmus connecting North and