

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

WASHINGTON, Jan. 3.—The Secretary of the Treasury to-day directed the removal of A. B. Scriba, from the office of Bank Examiner at New York. He refused to resign at the request of the comptroller of the currency. V. P. Snyder, the newly appointed examiner, left Washington Saturday with instructions to take charge of the office this morning.

In the Senate to-morrow, after the reading of the journal, Senator Cullom will formally announce the death of his colleague, and the Senate will adjourn as a mark of respect to his memory.

On Wednesday at 2 o'clock, possibly earlier, Cullom will ask the Senate to proceed to the consideration of the inter-State commerce bill, and there is a general impression that the measure will be taken up and will form the chief topic of discussion thereafter until it is disposed of.

THE UNFINISHED BUSINESS

of the Senate is that providing for the establishment of agricultural experiment stations, while the bill to prohibit Members of Congress to act as attorneys for subsidized railroads comes over with the accrued rights of a long-postponed special order. It is not improbable that these measures, especially the latter, will command some portion of the morning hours of the Senate, and one or both may thus be disposed of during the week. It is not expected that any appropriation bill will be ready for consideration by the Senate this week. It is expected that the legislative week in the House will be consumed by the discussion of the appropriation bills, and the measure reported from the Committee on Agriculture providing for the creation of a Department of Agriculture and Labor. There are four appropriation bills now upon the calendar—the Indian, Military Academy, Diplomatic and Consular, and Pensions. None of these measures is likely to give rise to extended debate, except possibly the Diplomatic and Consular bill. Owing to its radical change, as compared with former bills and its increasing appropriations, this measure may become an

OBJECT OF ATTACK.

Nearly all the measures which have been made special orders, are likely to be pressed for action at the first opportunity that may offer when the House is not engaged in the consideration of appropriation bills in addition to the bill for the creation of a Department of Agriculture and Labor already mentioned. The list includes the Duns Free Shipping bill, the Pacific Railroad Funding bill, the Oklahoma bill, and the bill for the reorganization of the Navy Department. Towards the latter part of the week it is expected that a conference on the Electoral Count bill will report an agreement and request the House to take final action, which will probably be granted.

Senator Aldrich, chairman of the Senate Committee on Transportation Routes to the Seaboard, authorizes the publication of the report of that committee upon the subject of railroad freights in the United States and other countries, the study of which for the purpose of settling certain questions pertaining to

INTER-STATE COMMERCE.

has long been in progress by his committee. The appointment of the Senate Committee upon Inter-State Commerce somewhat modified the work originally mapped out by the committee on transportation routes to the seaboard, and that committee decided not to take testimony as it was authorized to do, but to conduct a special line of inquiry, to ascertain, if possible, the relative progress of the various grain-producing countries. The complete report makes 500 pages of printed matter and contains many valuable tables and much information on the subject of transportation, gathered from nearly every country in the world.

The first table presented indicates the progress of the United States for a generation. Thirty-three years ago we produced 100,000,000 bushels of wheat and about 600,000,000 bushels of corn. Twice in recent years we have reached 600,000,000 bushels of wheat, and in 1885 the corn crop reached 1,800,000,000, a five-fold increase in wheat and a three-fold increase in corn. The increase in other cereals has not been so rapid, nor are they regarded by the committee as so

IMPORTANT AN INCREASE

as in wheat and corn. In the export trade the committee says: "Wheat has already ranked first in value, and in 18 years has added \$2,600,000,000 to the value of our national production, a sum equal to four times the value of the exported corn and corn meal during the same period. It is shown by the tables that during the ten years ending with 1882, the average annual receipts of cereals of all kinds at these ports have been in round figures 260,000,000 bushels."

An attempt was made by the committee to ascertain the rates of freight from the principal intermediate points to the seaboard, and also from intermediate points to the principal cities of the various States. The investigation was conducted in the hope of ascertaining the facts in regard to the difference of rates charged for long

hauls and short hauls, and to throw light upon the vexed question of long and short hauls. In relation to this inquiry, the committee says: "If the returns from which the above summary is constructed may be relied on, and the committee has been careful in selecting only returns that appeared upon their face correct,

THE RATES CHARGED

for local freight are evidently levied on the somewhat general principle of what the traffic will bear. In Massachusetts, when the terminals are taken into consideration, the cost of transporting a bushel of wheat is more nearly equal than in any State represented in the summary. In Massachusetts in 1883, it cost 4.6 cents to transport a bushel of wheat 64 miles. The cost in Connecticut for transporting the same quantity of grain sixty-two miles was seven cents; in Pennsylvania, sixty miles, 4.2 cents, and in Ohio, sixty miles five cents. Of course the conditions may not have been the same. Farther west we find Kansas paying 4.2 cents per bushel for transporting a bushel of wheat sixty miles, while California pays 3.3 cents per bushel for fifty miles. Excellent work has been done in all that appertains to through rates, but heretofore no attempt has been made to collect comparative statistics of local rates. A glance at the above summary also brings out the fact that the same

GRATIFYING REDUCTION

has not taken place in local fares during the years covered by this inquiry as in through rates. In some cases there has been a reduction but in the majority of instances the rates have remained substantially the same."

Continuing on the subject of local freights the committee says: "In Massachusetts the rates have steadily declined since 1874 on every road included in the table. In Wisconsin, Missouri, Minnesota, Nebraska and California, the same general facts are brought out, and reference to all published tables in the appendix is necessary in order to obtain a correct idea of the extent of the reduction and the roads on which the reduction has been most satisfactory. Reliable statistics on local rates of freight are generally needed to aid in an intelligent understanding of this important branch of the transportation question."

Turning from the United States to foreign countries, the committee shows the production and consumption of cereals in Europe, and brings out the fact that the increase in population has been relatively much greater in proportion to the great grain producing countries than it has been in grain buying centers. The United Kingdom appears to have purchased

ABOUT TWO-THIRDS

of all the wheat of the United States exported during this period, and therefore special attention has been given to England's supply of wheat. For this purpose a table was prepared giving the summary of the wheat imported into the United Kingdom, Great Britain and Ireland from various countries during the period of seven years, from 1876 to 1882, inclusive, and the decades from 1843 to 1882, inclusive, showing the total importations of wheat and the proportions furnished by the United States, Russia, Germany, British North America, Egypt, France, Denmark and all other countries. In commenting on this table the committee says: "A glance at this summary not only shows the rapid agricultural growth of the United States and its importance as a food-exporting country, but it also presents some of the economic changes that have taken place in Europe. In the first period the United States supplied less than 10 per cent. of the wheat imported into the

UNITED KINGDOM;

in the last period it supplied nearly 54 per cent. From less than one million bushels it increased by a series of leaps and bounds to 303,000,000 bushels. Excepting the rapid growth of imports of wheat from India (which does not appear in this table, India being classified under "all other countries"), there is no instance in economic history of a growth so rapid.

Imports from Russia during the same period, though they have increased in amount, have not advanced greatly. Relatively in the first period, they were nearly 10 per cent; in the second, they had somewhat increased; in the third, they had receded again; in the fourth they advanced considerably and in the fifth period they had receded more rapidly than the increase between the third and fourth periods. The imports from Germany have decreased from the second period actually as well as relatively, while relatively the percentage has been steadily sinking from 63 to 33 per cent. next to 24 and 18 per cent and lastly to 6 per cent. The crystallization of the German Empire, the rapid increase of the population, the change from an agricultural condition to that of diversified industries, all suggest themselves as reasons for this decrease.

IN GERMANY

the population is overtaking the food-producing capacity of the country."

The committee reproduces tables from what is known as "The Windom Report," which is a summary statement of wheat (including wheat and flour) imported into the United Kingdom from 1860 to 1872 inclusive, and adds thereto a table of its own, showing the same facts from 1873 to 1883, inclusive. Commenting on this table, the committee says: "An examination

of the table shows that Russia still retains the second position and Germany the third; but the rapid change in 11 years of British India, from the thirteenth position to the fourth is the most noticeable feature in the summary. In the next decade Germany will be practically out of the race, and it is more than probable

INDIA WILL CONTEST

with the United States for the first position."

Elsewhere in the report this phase of the question is discussed at length, and many important facts relative to the cost of producing wheat in India and other competing countries, the rate of freight charged, the prices at important points, the rates of ocean transportation etc., are referred to. It will also be observed that, comparing the two portions, the supply from Russia, Germany, and France has decreased actually and relatively, though of course it must be borne in mind that the Windom committee took a period of 13 years, and this committee a period of 11 years; but after due allowance for this difference there would still be a steady decrease. An important feature of the report is the showing in tabular form the prices of wheat for a series of years in the principal countries of the world. These tables show that the average yearly price of wheat is the lowest in India, ranging from 85 cents per bushel at Calcutta to \$1.02 at Bombay, between 1878 and 1883; Russia comes next, the average for the decade being \$1.25 per bushel at Warsaw, \$1.17 per bushel at St. Petersburg, and \$1.16 at Odessa; Austria ranks third, in the following order; Budapest \$1.18 per bushel, Vienna \$1.12 per bushel, Trieste \$1.36 and Prague \$1.38 per bushel.

THE AVERAGE PRICE

of wheat at Algiers was for the entire period covered in the inquiry, \$1.28 per bushel, and at Beirut \$1.41. In Germany the prices vary somewhat according to location. The free port of Bremen appears to enjoy the lowest price, \$1.36 per bushel, and curiously enough, Stettin on the Baltic, the highest, \$1.70 per bushel; next comes the grain centre of the Rhenish and Westphalia manufacturing regions. Aachen and Cologne, with \$1.60 per bushel and \$1.50 respectively for eleven years. The difference in prices is not marked between Breslau in the eastern part of the empire, \$1.51 in the central and Stuttgart in the southern—\$1.39 per bushel, \$1.42 per bushel and \$1.45 per bushel, respectively. The central position of Berlin together with the excellent railroad facilities which extend on all sides into the grain regions, tends to give that city cheaper wheat, the average price being for the eleven years ending in 1883, \$1.38 per bushel.

The average prices of wheat at the principal grain ports of England was exactly \$1.50 per bushel, but in the appendix there are tables which show in detail the average prices of all grains in the English markets.

ROUEN AND NANTES

are the cheapest wheat ports in France, namely \$1.54 per bushel, and Marseilles \$1.61.

Important facts are brought out in relation to ocean transportation, the comparative cost of freight from India, Russia and the United States to Great Britain, and a table is given showing in comparison the rates of freight for cereals during a series of years from the three principal ports of British India, the great northern and southern ports of Russia and the Atlantic and Pacific ports of the United States to Great Britain. Of this table the committee says in part: "The general fact and one of the greatest importance to the United States is the steady decline in the cost of transportation, and the probability that with the increased means to carry the freights between Europe and the most important and nearest ports of India, Kurrachee and Bombay will continue to prosper. Should this tendency continue, it will not be long before the cost of carrying wheat from India to Continental Europe and the United Kingdom will be as low as between the Atlantic ports and those markets."

Tables are also appended showing the ocean freights from nearly every important country to England, and also comparative rates of freight charges from the various countries of the world.

SILVER COINAGE, ETC.

The issue of standard silver dollars from the mints during the week ending December 31st was \$511,666; during the corresponding period of last year, \$479,684. The shipments of fractional silver coin during December amounted to \$377,405. The coinage at the mints during December amounted to \$4,814,252, of which \$2,560,261 were standard dollars.

The Commissioner of the General Land Office has notified the local land agents in Kansas to advise all parties making applications to enter the lands heretofore certified to the State of Kansas for the benefit of the Atchison, Topeka & Santa Fe Railroad Company, that such applications are wholly useless, as no preferred or other right can be thus acquired. It is stated that a large number of applications for these lands have been filed on upon the unauthorized statement of attorneys that more land has been certified to this company than it is legally entitled to.

AGRICULTURAL BILLS.

Mr. Joseph H. Reall, of New York, President of the American Agricultur-

al and Dairy Association, who is in Washington for the purpose of promoting agricultural interests in Congress, said to a reporter to-day that there are three bills now pending, which the association desires to have passed, namely, the Department of Agriculture bill, the Animal Industry bill and the Agricultural Experiment Station bill. They have been reported favorably by the committee on agriculture and are in charge of Representative Hatch. They are all important measures, Mr. Reall says, and should pass without opposition. Upon being asked whether the farmers and dairymen are satisfied with the oleomargarine law President Reall said: "Yes, it is growing in popularity every day. There was at first a disposition to complain of the tax not being high enough, but it is found that the rate imposed affords the producers of butter a fair protection, and as long as their opponents comply with the law and butter can be produced at the present cost, I do not think they will ask for a change in the law."

Boston, Jan. 3.—The bakers of this city are organized into an assembly of Knights of Labor, but having become dissatisfied with the Order, are about to withdraw in a body and form an open trade union, which will be attached to the National Bakers' Union.

Pittsburg, Pa., Jan. 3.—The River miners will meet in this city to-morrow to form a new District Knights of Labor to take the place of the Miners' Association recently disbanded. It is expected that the membership of the new district will reach 10,000 in a short time.

New York, Jan. 3.—The dissatisfaction with the ruling powers of the Knights of Labor continues to gain, and it is doubtful if half the members of District Assembly No. 49 are in sympathy with the actions of the leaders of that body. Of the 75,000 or 100,000 members of the District, at least 30,000 are suspended, and a good proportion of the memberships of the locals which are not suspended do not believe in the leaders. It is not probable, however, that there will be an open revolt until after the question of a special session of the General Assembly has been settled.

St. Louis, Dec. 3.—The grand jury to which the cases of the train robbers were presented to-day have, it is understood, indicted Fred Witrock, Thos. Weaver and W. W. Haight, for robbery in the first degree. The criminal court does not meet until to-morrow morning, and the indictments cannot be returned until that time. It is stated on the authority of the law officers that the prisoners will be brought into court as soon as the indictments are returned, and will plead guilty, receive sentence and go immediately to the penitentiary. If this proves to be the case, the charges against Messenger Fotheringham cannot manifestly be sustained, for robbery in the first degree is highway robbery, and if the messenger was implicated in the robbery the latter crime was not committed. On this point Messenger Weir said to-day: "Witrock says

FOTHERINGHAM IS INNOCENT.

I hope he is, but he was indicted by the grand jury you know. I didn't know what the evidence against him was, but it must have been sufficient, and the evidence that is sufficient for an indictment is sufficient for trial. The men under indictment, however, may be able to explain away what may have appeared to criminate him."

It can be definitely stated to-night that the grand jury did not to-day indict Witrock, Haight and Weaver, the express robbers. The jury is examining their cases, however, and in all likelihood will find indictments against them in two or three days, but for what specific crime is scarcely more than conjectured. It is pretty well understood, however, in fact the men have said they will plead guilty to whatever charge is brought against them, and quietly take whatever penalty is meted out to them.

Robert A. Pinkerton left for Chicago to-night, having been called back to that city by the illness of his mother.

Kansas City, Jan. 3.—Oscar Cook was brought before the Recorder this afternoon, charged with having received money and jewelry stolen in the Pacific Express robbery. The State asked a continuance in order to procure witnesses from St. Louis to prove the fact of the robbery, saying it was understood the defense would not admit that fact. The continuance was granted until Thursday next, and the prisoner remanded in default of \$5,000.

New York, Jan. 3.—It is known that for some weeks John Roach, the great ship-builder, has been confined to his residence in gradually failing health. According to his own desire that his friends should not be needlessly alarmed and apprehensive of the effect upon him of learning the real nature of the disease from which he is suffering, his family and physicians have been reticent in regard to his condition. Mr. Roach, however, now realizes fully the impossibility of recovering, and the reason for concealment no longer exists. In view of this fact, a representative of Mr. Roach's family to-night made the following statement of his condition. Mr. Roach is beyond the reach of medical help, save in alleviating his sufferings, which have long been intense.

HIS DISEASE

is epithelioma and its development has been very similar to the case of General Grant, the location, however, being the roof of the mouth instead of the throat. All efforts to arrest the pro-

gress have failed, and only his powerful constitution has sustained him so long. He has never seen a well day since stricken with nervous prostration consequent upon his assignment 18 months ago. From that crushing blow he could not rally and the cancer began to develop last January. In March an operation was performed in the hope that the disease might be eradicated. In the summer the trouble returned, and it became evident to his physicians that there was no hope. Mr. Roach is now failing gradually, his agony being only relieved by opiates.

New York, Jan. 3.—James R. Keene, the New York millionaire, and Washington Butcher's Sons, in December, 1880, formed a pool to advance the price of lard, and employed E. A. Kent & Company, of this city, and Pool, Kent & Company, of Chicago, Illinois, brokers, for the purchase and sale of lard. The members of the pool charged that their brokers had defrauded them by making fictitious purchases and sales. Keene sued Kent and the others in the Supreme Court to recover his share of the profits of the pool. They interposed the defense that the transactions were gambling and that the law would not force them to account. Judge Davies, at the general term of the Supreme Court, has rendered his opinion in the matter,

REVERSING THE OPINION

of the court below, which directed the brokers to file a bill of particulars of the pool transaction. He held that the defense interposed is valid and that the law does not sanction that form of gambling. Combinations to keep articles of food or other necessities of the market, with a view of getting higher prices, are unlawful conspiracies punishable as a crime. Where successfully carried out, the effect would be to impose an additional burden on the public little less than respectable robbery, unsanctioned by the law. There are no legal means to force a division of the plunder. They can't appeal to the courts. The decision concludes by saying that Keene has no right to expect that the Court will interpose its authority in his behalf to enforce that well known principle of honor upon which his alleged rights must be successfully dependent.

ATROCIOUS MURDER.

NEW ORLEANS, La., Jan. 3.—A special to the *Picayune* from Donaldsonville says: The most atrocious murder in the annals of this place was perpetrated Saturday in the very heart of the town. Mrs. Boulanger, a wealthy old French resident, was murdered by an unknown tramp, who struck her on the head with some blunt instrument. Robbery was doubtless the incentive for the crime. Mrs. Boulanger had no faith in banks, and it was generally known that she kept her money secreted in her house. The murderer has not yet been arrested.

SUICIDE.

NIAGARA FALLS, Jan. 3.—A man dressed in a dark suit of clothing committed suicide here this evening by jumping from the railway suspension bridge into the rapids of Niagara River, a distance of 100 feet.

A CONFIDENCE GAME.

MOBILE, Ala., Jan. 3.—Louis Nadin, a Frenchman residing in this city, made a startling and unexpected discovery yesterday that he had been robbed as long ago as the 30th of November of about \$11,000 in money and bonds by a bold and successful confidence game. Nadin never suspected anything wrong until yesterday. The police have been notified.

GONE TO CANADA.

CHICAGO, Jan. 3.—A special to the *Inter-Ocean* from Omaha says: The discovery was made this afternoon that J. D. Ray, and Paul Douglas, wholesale and retail jewelers, had closed their store on North Sixteenth Street and absconded. They leave liabilities to the amount of \$30,000. They have recently made heavy purchases at Rochester, New Orleans, and other places under the firm name of J. L. Ray & Co. They left a note stating that on account of hard luck they had decided to go back to their old home, Windsor, Canada. Three trunks containing \$15,000 worth of diamonds and jewelry, were shipped out Saturday night.

ASSASSINATED.

GALVESTON, Jan. 9.—A special to the *News* from Catulla, Texas, says: Geo. Hill, one of the Commissioners of La Salle County and a leading citizen of Twohig, was assassinated here to-night. Hill was an important witness at a coroner's on the recent killing of Sheriff McKinney. He was shot three times lived long enough to state that his assassins were Captain Silas Hay and Frank R. Hall. Captain Hay was the father-in-law of the late Sheriff McKinney. The State rangers and the local authorities are scouring the country in search of the assassins, who fled immediately after firing on their victim.

MURDERED FOR MONEY.

DENVER, Jan. 3.—A. E. Nicken, one of the most prominent colored men in the city was brutally assassinated in his barber shop some time last night. His body, lying on the floor in the shop in a great pool of blood, was discovered at an early hour this morning. The assassin had struck his victim back of the head with a beer bottle, knocking him senseless and producing a fracture of the skull. He then took a razor and cut his victim's throat from ear to ear, severing the jugular