

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

WASHINGTON, 15.—Col. James G. Berrett, of this city, has received the following letter from the National Democratic Committee:

"Dear Sir—The National Democratic Committee has selected a number of gentlemen residing in the district of Columbia as a general committee to make arrangements for the inauguration ceremonies of the 4th of March next. We have selected you to act as chairman of the committee, and beg that you will accept the appointment. It is the desire that the general committee, of which you are chairman, shall have entire charge of all matters relating to the inauguration ceremonies. To that end you are authorized to appoint such sub-committees as you may deem necessary."

Appended are the names of the fifty gentlemen who compose the above mentioned general committee: Col. Berrett, chairman; W. W. Corcoran, L. Z. Leiter, Gen. Sheridan, Admiral David Porter, Thomas J. Fisher, Rear-Admiral Rogers, Gen. Meigs, Prof. Baird, Wm. M. Galt, Martin F. Morris, Dr. Joseph F. Toner, Albert A. Wilson, Rear Admiral Worden, Chas. G. Glover, John E. Norris, Dr. D. B. Clarke, James E. Harvey, George A. McIlhenny, Gen. Chauncey, McKeever, James L. Barbour, Charles G. McCauley, Walter D. Davidge, Henry Willard, William Claggett, Hon. Geo. Bancroft, Samuel V. Niles, Wm. Galt, Thos. J. Luttrell, E. Francis Riggs, John W. Thompson, Geo. W. Cochran, Custis J. Hillyer, Henry H. Dodge, Frank Hume, H. Grafton Dulaney, Samuel E. Wheatley, James P. Wellcut, James C. Whelling, Frederick B. McGuire, Wilson Hutchins, Geo. W. Adams, Lawrence Gardner, Major G. P. Lydecker, Gen. John G. Parke, Henry Wise Garnett, F. L. Moore, Chas. M. Matthews, John Sims, Dr. R. S. L. Walsh.

CHICAGO, 15.—Members of the Transcontinental Railway Association, who have been in session in New York several days in consultation with the trunk lines on the question of the latter's proposition on through freight between the Atlantic and Pacific, met here to-day in formal session, and, without deciding upon any matter of moment, adjourned till to-morrow. A statement will be published to-morrow that it has been discovered that on December 1st the necessary thirty days' notice of withdrawal from the association was given by the Central Pacific. The cause of this withdrawal is stated to be dissatisfaction with the arbitrator's award of California business, which gives it 19½ per cent., while its feeders—including the Union Pacific, Denver and Rio Grande and Burlington, all of whose freight must pass over its lines between Ogden and San Francisco—are allowed an aggregate of over 25 per cent. If this statement proves true, the present association will end Dec. 31st, and the meeting now being held will have to deal with its formation anew.

DES MOINES, Iowa, 15.—The low prices for grain and high rates for transportation charged by railroads for moving crops has created a bitter feeling against the roads by farmers, and it is becoming more pronounced daily. In some portions of Iowa corn is only bringing the producer 13 to 15 cents per bushel, while the railroads are charging 17 cents to lay that same bushel of grain down in the Chicago markets. The railroad commissioners of the State have sent letters to each of the roads traversing Iowa, inquiring in regard to the alleged increase of transportation rates during great business depression. The railroad commission seem disposed to sift the matter to the bottom, and if they have not already sufficient power to set matters right they will undoubtedly ask such additional legislation as will give them the authority. It looks as though an extra session of the legislature will be held this winter.

CHICAGO, 15.—Capt. Bedford Pim of the Royal Navy, and lately member of Parliament for Gravesend, is in the city, having returned from looking over the cattle ranges of the west. He has on foot a plan for building a railroad from Cheyenne, Wyo., to Hudson's Bay, for the transportation of cattle to England, instead of bringing them to Chicago, and thence shipping them east. The road will cost about ten millions, and he wants the United States to subscribe 1½ per cent of that amount, and England a like sum. The remainder, he claims, can be secured on the London Stock Exchange in a few days. Pim has also been in correspondence with the Washington authorities concerning the Nicaraguan canal. The United States has recently secured a contract for this canal from Nicaragua, and its estimated cost is \$40,000,000. Pim says \$100,000,000 won't do it. He wants the United States and Great Britain each to subscribe one and one half per cent. of \$200,000,000, and he says he can raise the remainder in London. He says of the Hudson Bay road, that, for Texas cattle, it will save 1,000 miles by land and 500 by water. He goes to Toronto to consult with Sir John Macdonald, and will also call on President-elect Cleveland to suggest the appointment of a preliminary commission to consider terms for joint action between England and the United States on the Nicaragua project.

WASHINGTON, 15.—Gen. Hazen, chief signal service officer, has preferred charges against Lieut. Garlington, for

disobedience of orders and neglect of duty in connection with his command of the Proteus expedition for the relief of Greely.

The charges were sent to the Secretary of War over a week ago, with a letter asking the ordering of a court for their trial, but no action has yet been taken by Mr. Lincoln, nor has he yet decided whether he will order a court or not.

Lieut. Garlington arrived in this city to-night. On his arrival here he said he was not aware of any charges having been preferred against him.

COLUMBUS, O., 14.—The officers of the Coal Exchange in this city report that they have information that an effort was made at 2 o'clock this morning to blow up the house of a miner named Lauterbach, who had gone back to work. The statement is that dynamite was placed near the door where his two children were sleeping, and that the door and frame were torn to pieces, but the children were not injured beyond a severe shock. The City Council held a meeting and appointed 20 extra police.

BOSTON, 15.—In 1881 the whaling vessel *Jon Esmond*, of South Boston, heavily laden with sea elephant oil and sealskins, homeward bound from the Antarctic Ocean, encountered a hurricane and was driven into the breakers at Desolation Island. The crew were washed overboard, only Captain Easmon and the colored steward, P. M. Olsen, of Baltimore, being saved. They had several months' terrible experience on the island. After hearing their story General Butler and others decided to make an attempt to recover the property. They chartered a schooner, put Easmon in command and Olsen as cook, taking a Halifax crew. All are now believed to be lost.

PORTLAND, Ogn., 15.—A report is just received that fire destroyed the residence of G. B. Thompson, near Lostine, last night, while he and his wife were attending church. Two of their children—six and two years of age—were burned to death.

Wheeling, W. Va., 15.—The Calumet sewer pipe works, two miles north of Toronto, Ohio, and one of the largest in the country, burned this morning. Loss, \$100,000; insurance, \$40,000. Origin unknown. They will be rebuilt immediately.

GREENVILLE, 15.—Samuel Easell, who eloped with a negress, called on his wife last night and pleaded to be taken back. Mrs. Easell refused to recognize her husband, whereupon he called his six-year old daughter to his side, shot the child in the head, killing her, and then blew his own brains out.

LOUISVILLE, 15.—The *Courier-Journal's* Horse Cave special says: P. J. Slocum, a school teacher, incurred the ill-will of some members of the community, and has received several anonymous letters lately, suggesting that if he didn't leave town he would be waited on. He did not leave, and Saturday night a mob of 20 men surrounded his house. He fired several shots at the crowd and succeeded in driving them away. Wayne Crain was killed, Joe Long wounded, and several other men and a number of horses are supposed to be wounded. Slocum is being tried at Mumfordsville for killing Crain.

RALEIGH, N. C., 15.—In reference to the recent controversy between Gen. Sherman and Jefferson Davis, in which the former charges the latter with having threatened to force certain States to remain in the Confederacy, it has been stated that Davis's letter containing this threat was written to Gov. Vance, now United States Senator, in reply to his letter to President Davis of October 25, 1862. It has been stated also that the letter of Davis had been destroyed. This is a mistake. The letter is here, and is now in the possession of a gentleman of Raleigh. Following is the letter:

Richmond, Va., Nov. 11, 1862.

To His Excellency, Governor Vance:

DEAR SIR—I have the honor to acknowledge yours of the 25th ult., and regret the disappointment to which some of the recruits of North Carolina have been subjected. I concur with you as to the policy of allowing conscripts, so far as the state of the service will permit, to select the companies and regiments in which they are to serve. The right, secured by law, of the volunteer to select his own company was lost, it is true by enrollments, but the policy was so obvious of associating men together who would best harmonize with each other, that it was my purpose to continue the privilege beyond the limit fixed by law. The danger to the coast of North Carolina, and our inability to draw troops from the army of Northern Virginia, rendered it proper that the greatest exertion should be made immediately to fill up the regiments in French's command; but this did not interfere with allowing conscripts to select among those regiments the one to which they would be assigned, so long as vacancies existed in the companies chosen, and that I expected would have been done. I will send your letter to the War Department, with a copy of this reply to you, and hope for the future, there will be no ground for dissatisfaction. And that, as far as possible, the disappointments to which you refer may be corrected by transfer. I feel grateful to you for the cordial manner in which you have sustained every position connected with the public defense, and trust that there will always be such co-intelligence and accordance as will enable up to co-operate for the public good. The Conscript Act has not been popular anywhere out of the army,

There, as you are aware, it serves to check the discontent which resulted from retaining 12 months' men beyond the time of their original engagement, and was fairly regarded as a measure to equitably distribute the burden of the public defense; but the state authorities have nowhere offered any opposition to its execution, or withheld their aid, except in the state of Georgia and—so far as the cadets of the military institute are concerned—the State of Virginia. I shall endeavor, by judicial decision, to settle the question raised in those two States, and in the meantime, I have been cheered by the evidence of popular sentiment which supports any measure necessary to protect our country, and secure our political independence. Like yourself I have hoped that the party distinctions which existed at a former time would be buried in the graves of the gallant men who have fallen in defense of their birthright, and that we should all as a band of brothers, strike for the inheritance our fathers left us.

With sincere regard, I am respectfully and truly,

JEFFERSON DAVIS.

St. Louis, 15.—General Sherman to-day, in a little chat about Senator Vance's card, published in Washington yesterday, stated that he had not used Senator Vance's name in connection with the Jeff Davis matter; that Vance was in no way connected with the case, and that the coupling of his name with it was done by the press, which had unduly magnified the matter and made a mountain out of it. He then reiterated the statement made in these dispatches a few days ago, that when he gets ready he will make a statement through the War Department but not till the newspaper agitation has quieted. The General will leave for the East in a few days, attending meetings of the New England Society, which meets in Brooklyn Dec. 22d, and again in New York the 2d. He will then go to Washington and audit the accounts of the Smithsonian Institute.

POKEEPSIE, N. Y., 16.—The Atlanta Express, bound south on the West Shore road, crashed into a slide of rocks half a mile north of Highlands, opposite this city, at 5 o'clock this morning. The train was composed of an engine, baggage car, smoker, two day coaches, four sleepers. One of the sleepers, two day coaches and a baggage and smoking car were burned. Fireman James Gorman had his right leg broken. Two passengers in the smoking car were badly injured. The rest escaped with slight bruises. Both trains were obstructed and trains delayed.

CINCINNATI, 16.—John B. Hoffman was hanged this morning in the jail yard for the murder of his son in January '82. He wept while listening to the death warrant and begged piteously to not be "downed in the papers." He had to be held while being handcuffed and was supported on the scaffold by two men while the noose was adjusted. He made no speech.

PHILADELPHIA, 16.—The Secretary of the American Iron and Steel Association says he has just returned from an extended trip to Pittsburgh and other points on the Pennsylvania railroad and its connections, and must frankly confess he found most branches of business in a very depressed condition, although there was a notable absence of that hopeless feeling among the people which prevailed in years following the panic of '73.

WASHINGTON, D. C., 16.—A number of witnesses were examined to-day by the sub-committee investigating alleged irregularities in the first comptroller's office relative to the reputation of J. J. Barker for truth and veracity. E. W. Ayers, correspondent of the *Kansas City Times*, said Barker's reputation was bad and he would not believe him under oath. He said he volunteered testimony against Senator Ingalls in the investigation of that gentleman's election to the Senate several years ago, which proved a lie from beginning to end. Ayers continued: "A great many Kansas people come here and want to know where that liar Barker is. The papers have denounced him as 'the universal and mastodon liar of the age.' "What do you think of me, Mr. Ayers," asked Barker. "I think you are the grandest liar of the age."

WASHINGTON, 16.—The invitations sent out by the Secretary of State, in the name of the President, for the ceremonies in Washington connected with the opening of the World's Exposition in New Orleans, named the hours 12.30 p. m. as the time when the formal exercises at the Executive Mansion would begin. Before the hour, 150 or 200 invited guests, comprising some of the best-known people of Washington, and including a large number of ladies, assembled in the spacious "East Room" of the Presidential residence, where the ceremonies were to take place. No attempt had been made to decorate the room, and it appeared precisely as usual, except that on the eastern side, near one of the central windows, stood a small mahogany table bearing the telegraph instrument, and behind it, on an easel, was a large picture of the New Orleans buildings and grounds, beautifully framed in fresh rosebuds and carnations interwoven with smilax and maiden hair ferns. The frame was surrounded by a floral scroll, composed mostly of white carnations, upon which the words "To the President" appeared in red and blue immortelles. This was a token presented by the board of management of the exposition. Among the distinguished persons who strolled back and forth through the east room

talking or listening to the music of the Marine band, and waiting the beginning of the ceremonies, were most of the members of the diplomatic corps and President Arthur's Cabinet, with their wives, the President of the Senate, Speaker of the House, W. W. Corcoran, Geo. Bancroft, the eminent historian, Lawrence Barrett, Gen. Van Vleet, Minister Foster, with Mrs. Foster and their daughter, Mayor Smith of Philadelphia, Marshall C. McMichael, Mrs. Chief Justice Waite, Mrs. Justice Field and many others. There were also present special committees from the House and Senate representing the States and Territories of the Union, and several States were represented by commissioners. At the telegraph instrument table sat Mr. M. Mearns, manager of the W. U. office, who had been arranged with for the occasion, and who was to manage the telegraphic part of the ceremonies. It was expected that a signal from New Orleans announcing all in readiness would be given promptly at 1 o'clock Washington time, or noon by the central meridian time used in New Orleans. A few moments before that hour nearly all those present grouped themselves around the little table, leaving the operator passage way, by which the President could approach it from the main corridor. Everybody stood thus in an attitude of expectancy for fully half an hour, while the Marine band played national airs, and the operator at the instrument table questioned the New Orleans operator as to the situation.

At half-past one Marshal McMichael who acted as master of ceremonies, announced that the steamboat, with the managers of the exposition on board, had not yet reached the exposition grounds in New Orleans, and that after its arrival there would necessarily be a further delay of 10 or 15 minutes. The invited guests, who had been standing so long in uncomfortable attitude thereupon sought seats around the sides of the room, and there was then a renewed buzz of conversation.

About 15 minutes before 2 o'clock the operator at the Exposition building announced the arrival there of the officials and the board of management, and notice to that effect was given President Arthur. A moment later the latter, preceded by Marshal McMichael and accompanied by Vice-President Edmunds and Commissioner Morehead, entered the east room, followed by Speaker Carlisle, with Secretaries Frelinghuysen, McCulloch, Lincoln and Chandler, Attorney-General Brewster, members of the diplomatic corps and other distinguished guests.

The President stationed himself in front of the telegraph instrument table, with his back to the table, with Speaker Carlisle, Mr. Bancroft and Secretary Frelinghuysen on his right, and Vice-President Edmunds, Commissioner Morehead, Senator Logan and members of the Cabinet at his left. Moment after moment passed, after the President had taken his position, without bringing any announcement from New Orleans that the managers were ready to proceed with the exercises, and the situation finally seemed to become a little embarrassing to all concerned, and especially to the President. As the minutes, however, lengthened to a quarter of an hour, and the President and his Cabinet continued to stand in solemn state before the instrument table without occupation, the embarrassment gave way to a sense of the ridiculous, and the President laughed heartily at the half-whispered comments on the situation, and humorous explanations of the strange delay, which were made to him from time to time by Secretary Frelinghuysen, Vice-President Edmunds and other gentlemen who stood near him. Finally, when amusement was fast giving place in its turn to a feeling of uneasiness, a dispatch was received from President Richardson of New Orleans announcing that everything was in readiness for the opening of the Exposition the President made an address in reply, which was received with applause, Senator Logan then read an address from a joint committee representing both Houses of Congress.

NEW ORLEANS, 16.—On arriving at the grounds the procession moved to the Exposition building. At one o'clock Dr. Talmage advanced to the front of the stage and made the opening prayer. He invoked the divine blessing on the officers, directors and managers of the exposition. He said: "May this day mark the beginning of a new dispensation of prosperity and brotherhood. May there come from the influence of this Exposition, from these fields of industry, results which shall give the people more complete apparel and better food; more comfortable shelter and more thorough educational advantages. May it result in spreading out the golden sails of our paralyzed shipping, in starting the plow and opening the doors of the storehouse, and may there come to this whole land increased prosperity from this gathering, from day to day and month to month, of people of all States and countries. We pray that the past feeling of sectional discord may disappear, and the South, North, East and West become four parts of a great national harmony. May it be a unification of North and South America." Dr. Talmage then invoked the blessing of God on the manufacturing, industrial, educational and reformatory institutions of the world.

Courier's military band of Cincinnati, gave the Grand Exposition march. Director-General Burke then appeared, and when the applause which greeted him and the repeated cheers of the people had subsided, he made a short and eloquent speech, surrendering the Exposition into the hands of its management. After the Mexican band had rendered some selections, concluding with their national air (the audience standing meantime), President Richardson of the Exposition Association delivered his address. When he concluded the sentence declaring the World's Exposition open, at the same moment the President in Washington closed the electric circuit and the machinery here was put in motion. A large portrait of President Arthur was placed in position on a platform, and was greeted with round after round of applause, amid which Mayor Guilloitte briefly and feelingly welcomed the visitors to New Orleans. Commissioner General Morehead received a large number of letters and telegrams from Governors of States and Mayors of cities who were unable to be present here to-day, but who sent their congratulations and regrets. Among them was the following from Governor Cleveland: "I regret that I shall not be able to witness, at Washington, the movement which shall inaugurate at New Orleans a demonstration of the greatness of our country, and which I devoutly hope, will also illustrate and confirm cordiality and fraternal sentiment among all people of our country." Some of the Western railroads make fine displays, and scores of manufacturers from the Eastern and Middle States have given proof of great ingenuity and much interest in the success of the exposition by sending supplies from their factories and workshops. The South shows up with wonderful completeness in her minerals, agricultural and manufacturing resources, and is evidently taking the greatest pride in the success of the exposition, and in the results which it is hoped will follow it. Mexico and the southern half of the Western hemisphere are well represented. It seems probable that inside of a fortnight the scope of the exhibits will be greatly enlarged, and that even the present mammoth buildings will hardly accommodate all the displays. CHICAGO, 16.—The north-western railway lines held a session this morning, taking up the question of reducing rates from north-western and western points on grain and merchandise, in view of the prevailing low price of cereals, and in deference to numerous applications and, possibly, also, in apprehension of the movement actually inaugurated by farmers in Iowa to this end. Nothing definite was accomplished, the sentiment of the meeting being somewhat averse to any immediate reduction in the existing tariff. The subject, however, will be further debated before any definite vote is taken. A proposition was also laid before the meeting, of issuing passes to manufacturers at competing points, but being a direct violation of an agreement only recently entered into concerning the pass system, it was vigorously opposed, one of the roads declaring that if it was adopted it would proceed to issue trip passes, and ignore the present agreement. The committee spent the entire afternoon in discussing a plan of organization for the association for next year, and reported at about 6 o'clock. Without adopting it, the meeting adjourned till to-morrow. The plan outlined by the committee is for a renewal of the old pool, with some minor changes. On one question the committee, which was made up of representatives of the Central, Union and Northern Pacific roads, and Atchison, Topeka and Santa Fe could not agree, and it was reported back to the full meeting. Under the present pool, the Northern Pacific is allowed 6 per cent. of the San Francisco business as a bonus for it to refrain from competition in that traffic. The Oregon Short Line has been completed to Portland since the existing agreement was signed, and the Union Pacific now asks that this line also be allowed 6 per cent. on the same grounds. This question is looked on as a troublesome one. The committee recommend that the award of percentages be not put into the hands of an arbitrator, but that the lines in interest endeavor to reach an agreement.

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INDIANAPOLIS, 16.—Blaine this morning dismissed the suit against the *Sentinel* in the United States Court. The principal ground was that he could not get justice in Indiana. It was set for trial the 23d inst.

Following is Blaine's letter to his attorneys instructing them to dismiss the case:

"WASHINGTON, D. C., 10th, 1884, Messrs. Harrison, Miller and Elba, Counsellors-at-Law — GENTLEMEN: When I requested you, in August last, to bring suit against the publishers of the *Indianapolis Sentinel* for libel, I did so in the belief that the wrong done me by that paper, being entirely of a personal and domestic character, could be fairly tried without undue influence from political considerations. I confess that I was profoundly amazed to find the matter at once taken up and the libel reproduced, with all possible exaggeration, in every Democratic paper in Indiana. Except from three members of the democratic party of that State, I never heard that a word of disapproval was spoken, while the great mass of the democratic speakers repeated the libel from every stump in Indiana with vituperative rancor, with glib and ribald jest. It was thus made—so far as any