

## BY TELEGRAPH.

FOR WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

WASHINGTON, 1.—In his annual report to-day, Secretary Schurz again calls attention to the fact that the waste and destruction of red wood and big trees of California have been and continue to be so great as to cause apprehension that in the course of years these magnificent species may entirely disappear, unless measures be taken for their protection, and renews his recommendation of last year that the President be authorized to withdraw from sale or other disposition, of an area at least equal to a township, in the coast range, in the northern, and an equal area in the southern part of California, upon which these interesting trees grow. He remarks that the bill introduced in Congress, to accomplish this object, has not yet been acted on, and adds: "It seems important, if any measures for the preservation of these species of trees is to be taken at all, it should be done as soon as possible. I, therefore, once more commend this subject to the attention of Congress." The Secretary also renews his last year's recommendation for the enactment of Senator Edmunds' bill, to provide for the settlement of private land claims in the territory derived from Mexico except California. He says with reference to the public land commissioner, a bill is now pending in Congress, the importance of the passage of this or some similar bill by Congress cannot be overestimated. Existing laws for the survey and disposal of the public domain were enacted mainly while the government was disposing of public lands east of the Missouri River. The climate, soil and produce of the land west of the one hundredth meridian are so entirely different from those east of it as to require legislation specially applying thereto. Early action upon this bill is urgently demanded by the public interests; as the settlement of our western territories progress; and I beg the attention of Congress be invited to this important subject. The main features of legislation urged by Secretary Schurz for the protection of government timber and the preservation of the forests of the country are the following: First, that the government should be authorized to sell timber from the lands principally valuable for the timber growing on them, that is to say, not to agricultural or mineral, at reasonable, perhaps even at merely nominal rates, to supply all domestic needs and all wants of local business enterprises, as well as of commerce—the latter so far as compatible with public interest. Secondly, that these sales of timber be so regulated as to preserve the necessary proportion of the forest on public lands from waste and indiscriminate destruction. Such a policy can, in his opinion, be carried out without great cost, with simple machinery and in perfect justice to the wants of the country. It is virtually the policy proposed by the Public Lands Commission in the report and bill submitted to Congress at the last session.

The Secretary also urges the enactment of a law prescribing severe penalties for the wilful negligence, or careless setting of fires, upon the public lands, and providing for the recovery of the damages sustained.

In his last annual report the Secretary of the Interior gives a review, not only of the operations of the past year, but of the four years of his administration. The larger part of his report is devoted to Indian affairs. In his opening chapter, upon this subject, the Secretary gives an explanation of the important change which has taken place with regard to the reservation system. He says that, although at first accepting as found it the reservation policy which had so long been followed by the Indian office, more extensive observation and study of the matter gradually convinced him this was a mistaken policy; that it would be better for the Indians and more in accordance with justice, as well as a wise expediency, to respect their home attachments and to leave them upon the lands they occupied, provided such lands were capable of yielding them sustenance by agricultural or pastoral pursuits, and to begin and follow up the practice of introducing among them the habits and occupations of civilized life on the ground they inhabited.

Looking at the present conditions of things, it may be said, without exaggeration, that on the whole the Indian situation is now more hopeful

than ever before. The desire of the Indians to maintain friendly relations with their white neighbor; to work for their own support; to cultivate the soil; to acquire permanent homes; to have their children educated, and to assimilate themselves to the civilization of the country, is growing stronger and more general every day.

During the present administration the agricultural labor of the Indians has been more than doubled in quantity and value. Figures show that the civilized tribes together cultivated last year 482,738 acres of land, or about 1½ acres of land to each man, woman and child, upon the estimate that the total Indian population of the country is 250,000.

Secretary Schurz expresses a firm belief that the agricultural industry of the Indians would be greatly stimulated and the product much increased if assurances were given that they will be secure in the possession of their lands. The Secretary calls especial attention to a bill, already submitted by him to Congress, which provides for a division of farm tracts among the Indians in severalty, on their respective reservations; the issuance of patents to them individually, and their investment with a fee simple title to their farms, and hopes it will receive early consideration.

I desire also to call attention once more to a bill, repeatedly introduced in Congress, extending over the Indian reservations, jurisdiction of the courts of States or Territories in which such reservations are located, giving the Indians standing in such courts and securing to them full benefit of the laws.

I venture to express the hope that Congress may not adjourn again without having taken action on these important measures, so essential to the progress and security of our Indian wards." Continuing his account of the civilizing agencies employed by the present Administration, the Secretary mentions (next to agricultural pursuits) the introduction of freighting and mechanical pursuits among the Indians. He says: "Last year's experiment of employing Indians as freighters, with their own ponies, has proved to be one of the most beneficial innovations made in Indian management. Nearly 200,000 freight wagons have been in use by Indians this year, with a result of saving considerable money to the Government, compared with the amounts formerly paid for the same, transportation of supplies, etc., to the agencies, besides furnishing a civilizing and welcome employment to a large number of otherwise restless Indians.

The number of Indian youths learning trades in the shops at the agencies have been increased from 185 last autumn to 358 this year. The policy of employing Indians as workmen and even as foremen and machinists at agencies has been continued and extended with great success. Brick making has been begun and houses for the Indians are now almost exclusively built by the Indians themselves. The aptitude shown by them for mechanical work has, in many cases, been surprising, and is considered deserving of every possible encouragement. Expressions of the anxious desire on the part of Indians belonging to so-called wild tribes, to have their children instructed in the ways of civilized life, have grown on numerous and urgent that the inadequacy of the means placed at the disposal of the Department for this purpose have become particularly painful. The desire and purpose of the Department is to largely increase the present small number of industrial boarding schools for the Indian youth, as day schools at the agencies do not withdraw the pupils from the influences of home surroundings sufficiently to facilitate the change in their habits of daily life.

The report next mentions as another important civilizing agency, largely introduced under the present administration, the organization of a police force, consisting of Indians, which has been put in operation at 40 agencies. The force now consists of 162 officers and 753 privates. Its benefits, both as a means of maintaining good order, and as a moral influence on the Indian tribes among whom it has been established, as set forth, as worthy of special note.

The Secretary remarks that experience has strengthened his convictions (which, as this is his last report, he now feels at great liberty to express) that the management of Indian affairs should continue to be entrusted to the civil, not military,

authorities. His arguments on this have been fully foreshadowed in former annual reports. He again quotes with emphasis, the conclusion of the report of the Peace Commission of 1878, signed by Generals Sherman, Harney, Terry and Aurin, which those distinguished officers of the army said, among other things of the same purport: "If we intend to have war with the Indians, the Indian Bureau should go to the Secretary of War. If we intend to have peace, it should be in the civil department."

I desire to say it had not been the purpose of this department, under my administration, while avoiding all unnecessary outlays of money, to cut down expenses merely for the purpose of making a striking exhibition of economy. The history of Indian affairs shows that illjudged parsimony has not unfrequently led to serious trouble and very costly complications. I am now convinced that generous appropriations for agricultural implements, for stock and cattle to be distributed among the Indians, and for educational facilities made at this time when the temper of our whole Indian population is such as to receive such aid in the right spirit, and use the advantages conferred for general and rapid advancement, will produce results certain to accelerate the solution of the greatest difficulties we have so far been contending with, and will consequently bring about a great saving of money in the future. When an Indian lives in a house which he considers his own, and that of his family, as now thousands of families are living, and many more thousands desire to live. When he cultivates acres, has them fenced by his own labor and enjoys the products of his agricultural work, either by his own consumption or sale of the surplus; when he owns his plow and his wagon, and uses the latter with his ponies in freighting, by which he earns liberal wages; when he has his cows and swine and poultry on his land, the care of which he finds useful and profitable; when he can send his children to school and begins to hope they may become as civilized and prosperous as white people, he will soon cease to think of leading the life of a nomad and the thought of war will no longer have any charm for him.

The report also enters into many interesting details concerning the present condition of individual tribes. The case of the Poncas receives minute attention.

Captain Beardslee, of the navy, received a letter from an officer of the *Jamestown*, reported almost wrecked at Sitka. The writer states that no accident happened to the *Jamestown*, but it was the schooner *George Miller* that came near being wrecked, and was saved by the *Jamestown*. No lives were lost. Many inquiries have been made by families and friends of the officers and crew of the *Jamestown*.

NEW YORK, 1.—A Philadelphia special furnishes additional news concerning the Northern Pacific syndicate. From the engineers' estimates it is thought \$40,000,000 will prove more than enough to complete all the lines. The syndicate takes the amount in first mortgage 6 per cent bonds, which are to be issued at the rate of \$25,000 a mile. As the entire line will be over 2,000 miles in length, it will be noticed that the whole issue will be exhausted before this limit is reached. But of the total issue an amount equal to bonds on the Pennsylvania division which is bonded at the rate of \$26,000 a mile and the bonds of the Missouri division, which is bonded at half that amount will be reserved to retire those bonds at maturity. The syndicate agree to take \$10,000,000 of the issue during the coming year and this is thought to be all that can be expended with advantage. The Northern Pacific is to build the road itself, dealing with the contractors who do the work and without the interviewing of a construction company. The company has now completed road enough upon which to issue the entire amount of the bonds that are to be sold during the first year. Work on three divisions of the line will begin simultaneously. The advanced guard is now grubbing the line on the Montreal division. The surveyors are locating the line on the Yellowstone division of 420 miles, and work will soon begin on the Cascade division on the Pacific Coast. The expectation now is that the company will be able to complete a mile a day, at least, during the coming year.

Abram S. Hewitt, in a letter to the editor of the *Nation* defends himself against what he terms the extra judicial attack of Judge Davis,

and says he believed the Morey letter genuine, and hence decided to refer to it in his speech, and accordingly he did so, in what he then regarded and still regards, as cautious language. If he formed too hasty judgment, he must accept the censure due to an unintentional indiscretion.

The letter concludes: With this statement I submit my conduct to the candid judgment of your readers, but not without expressing the deep regret which I feel that an unlucky chance should have brought me where my opinion was asked in regard to the authenticity of a letter, which, so far as I was concerned, was a matter of profound indifference, and in regard to which I never supposed any controversy could arise. This regret is intensified by the fact that I, rather than General Garfield, have been the victim of the forgery, for he has notwithstanding been elected President, while I have had a singular experience of denunciation from the Bench in a case to which I was not a party, and in which I had no hearing before the Judge, who seemed to confound the witness with the alleged criminal. I have, therefore, more reason than General Garfield to hunt the rascal down, and to insist that due punishment shall be meted out to those who have violated the law.

The plates, counterfeit notes and bonds, surrendered by Brockway, were to-day turned over to the United States district attorney of Brooklyn, who said Brockway had made these surrenders and had been released upon the condition that he should plead guilty of two indictments against him and refrain from ever again counterfeiting. By taking this course, the Government had come into possession of information of great value, the precise nature of which, however, he could not at present disclose.

SAN FRANCISCO, 1.—A Tucson dispatch of the 25th, recounting the fight with cattle thieves near Shakespear, says: The killing of one and the wounding of another is erroneous. Later advices show that the fight was bloodless; but on their return the settlers were ambushed by the thieves who killed a man named Turner; the others escaped.

No further particulars of the massacre of the crews of the *Boreals* and *Idaho*.

NEW YORK, 2.—The *Times* in an editorial review of the Panama Canal prospects, says: There seems little doubt left that a large amount of capital will be obtained, and operations be actually begun at no remote date. The company appears to have settled down to the conclusion to limit the share capital to 300,000,000 francs, and issue bonds for the rest as needed, up to the outside limit of 500,000,000 francs. This, together with the fact that the interest at the rate of five per cent. is to be paid on stock subscriptions during the period of construction, which is estimated at from six to eight years, is not altogether reassuring, but it does not appear to impair confidence in the enterprise in Europe, if we can rely on the cable announcements of the alacrity with which the subscriptions are coming in.

Judge Black, responding to the call of the Chamber of Commerce here, for an opinion as to the injury inflicted by the fluctuating and discriminating of railroad transportation charges, sends a two column reply in which he makes the following points: Railroad men believe or pretend to believe that railways are the property of the companies authorized to run them, which is a cardinal error and the parent of much false argument. A public highway cannot be private property; and a railroad laid out and built by a State for purposes of commerce, is as much a public highway as a turnpike road, canal or navigable river. The tax, tolls or freight in any case is not a subject of bargain between the shipper and the corporation, but a thing to be settled, fixed and prescribed by public authority. The two companies between Omaha and San Francisco raised, in cash, out of government bonds, land and mortgages of their franchises, four or five times as much as they necessarily expended upon the roads. The stockholders without paying anything, put the enormous surplus in their pockets. These roads thus built at the public expense and in some cases paid for by the public five times over, are claimed now as private property of the company, and the right of the public to use them as a highway is utterly denied. Nevertheless, I think the claim of these companies to take reasonable toll stands upon the

same foundation as that of the companies whose roads were built by the stockholders themselves at their own proper expense. Your mention of \$4 from New York to Salt Lake and only \$2.50 to San Francisco is perhaps not the most unrighteous. But it is a gross violation of legal principle as can be conceived. If the railway belongs to the people then the rights of all citizens are precisely equal, and all discriminations are unlawful. He thinks that a law is necessary to compel them to do the duties they owe to the public faithfully at rates reasonable, fixed uniform and equal, without extortionate charges, and without discrimination are not difficult to frame.

WASHINGTON, 2.—Secretary Sherman expects to reduce the public debt \$8,000,000 to \$10,000,000 during December and pay off the balance of \$13,000,000 six per cents due December 31st. This is the remainder of the \$25,000,000 loan made in 1860 for which the government paid \$2,000,000 in premiums and commissions to get it floated. The same loan now at the same rate of interest would bring about \$8,000,000 premium in the open market, showing a most extraordinary improvement in government credit since Buchanan's time.

NEW YORK, 2.—This morning an agent of the Baltimore & Ohio Railroad Company received notice from the Pennsylvania Railroad Company that no more freight belonging to the former could pass over the latter road, consequently, said the freight agent, we are without an outlet for the present. How long this will last, cannot be stated, but it will save merchants trouble if they will, until further notice, ship by some other route. All freight taken yesterday has been forwarded so merchants need be under no anxiety with respect to that, and no freight has since been taken. At the Pennsylvania Railroad office it is stated that they do not intend to be used as convenience, and as the Baltimore & Ohio has taken away their passenger business, they claim the right to refuse to carry Baltimore & Ohio freight.

NEW YORK, 3.—The following prospectus of the Panama ship canal project is to be issued here to-morrow: Panama Canal, the universal company, for the construction of an inter-oceanic canal through the Isthmus of Panama, under the presidency and management of M. Ferdinand DeLesseps, President of the Suez Canal Company, and with the patronage and assistance of the principal banks and bankers of Europe and America, issue of 590,000 shares of 500 francs each, according to terms of organization, deposited with Mr. Champetier De Ribes, Notary Public of Paris.

The Panama Canal Company will be organized with a capital 300,000,000 francs, consisting of 600,000 share of 500 francs. Ten thousand shares have been reserved, according to the terms of the organization, for the original grantees, in consideration for expenses incurred and grants ceded by them to M. Ferdinand De Lesseps, the remaining 590,000 shares being offered for public subscription. The conditions of the subscription are: The subscription price is par, 500 francs per share, payable as follows: 25 francs (\$4.80) on subscription, 100 francs on allotment, to be made within 30 days from date of emission; the remaining 375 francs will be subject to call as may be deemed necessary by the council of administration, notice of which will be published at least three months in advance. No such call, however, can be made before the expiration of one year from the date of subscription. After payment of 250 francs, the shares can be exchanged for bonds, by the consent of the stockholders, at a general meeting. The owner of each 20 shares will be entitled to one vote in the general meeting. Interest at the rate of five per cent. on all sums paid in will be paid during the progress of the work 80 per cent of the net earnings will be distributed to the shareholders according to the terms of the organization. The requirements for official quotation will be fulfilled soon after the organization of the company. The public subscription will be opened in Europe and America on the 7th, 8th and 9th of December, 1880. The distribution of shares subscribed will be made pro rata of the total subscription without distinction of nationality. The following privileged subscriptions are not subject to reduction. First, the shareholders and delegates of the Suez Canal Company have the privilege of subscribing to one Panama share for each share of the