

BY TELEGRAPH.

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AMERICAN.

NEW YORK, 11.—The bill introduced in the Albany legislature, yesterday, for the incorporation of the New York Water Company, proposes to take water from Lake George. The distance to be traversed is about 220 miles, and the elevation of the lake is 324 feet above the city. It is proposed to carry the water by an open conduit from the lake through the country east of the Hudson, to a point near the southern line of Columbia County, and then take it in pipes to New York. The distributing reservoir will be on Washington Heights, thus giving an elevation sufficient to send water to upper stories of the highest houses. It is proposed to build a conduit sufficiently large to carry 15,000,000 gallons per day. The aqueduct or pipes could be tapped along the route to supply Troy, Albany and towns along the Hudson. The capital named in the bill is \$15,000,000. Among the incorporators of the company are ex-Mayor Smith, Ely A. Stout, A. D. Palmer, N. E. Paine, W. L. Earl, and W. M. Lamar, a railway contractor who originated the plan.

The *Herald's* London special on the Carlyle funeral says: Among those present were Captain Henry J. Watt, of Liverpool, Professor Tyndall, Mr. Froude, historian, Professor Deekie, and other relatives of the deceased. Dumfrieshire will in future attract an even greater throng of pilgrims, for, besides the tomb of Burns, she will have the grave of Carlyle.

The police inspectors and excise commissioners had a conference today, and organized for the suppression of low drinking saloons. The plan is to refuse to renew their licenses after May 1st, unless they disprove the charges against them. Sixty applications have already been refused.

The truck blockade trouble below Canal Street continues unabated. Some truck men wait in the line four or five hours.

In the Whittaker court-martial, Governor Chamberlin made a vigorous and pointed speech, denouncing as unfair, unfriendly and harsh the trial of Whittaker by the court of inquiry, and announced that he would give the judge advocate all the trouble he could. The testimony is a mere repetition.

The chief secretary for Ireland said the object of the coercion bill was not for punishment but for the prevention of outrages. After Forster's retraction proposition, several Irish members opposed Forster's proposal as not going far enough. During the discussion, O'Donnell was called to order several times for irrelevancy. The chair had informed him that if he continued to speak irrelevantly, the new rule would be enforced against him. O'Donnell resumed his seat protesting against being "gagged."

Dwyer Gray moved an amendment that the retraction should not extend beyond February 1st. Lost.

ALLENTOWN, Pa., 10.—A disastrous railroad accident occurred at Rock Hill Station, North Pennsylvania Railroad, caused by the passenger train due at 8.17 a.m., running into a freight train about entering a siding to permit the passenger train to pass. Both engines were demolished, the baggage car telescoped and a number of freight cars wrecked. The killed are Michael Holihan and Jas. Fraley; fatally injured, Rev. Mr. McFetridge, Jas. Gattley, Richard Morton, the fireman of the passage train, and George Yooman, baggage master. Five others are badly injured. Cause, dense fog and misinterpretation of telegrams.

SAN FRANCISCO, Cal., 11.—The schooner *John Bright*, which left this port last May for Bonham Island, has never been heard from since she left, and the insurance companies have settled with her owners. She was commanded by Captain Bentley and had on board nine men, all told.

The steam pipe on the steamer *City of Stockton* exploded, on San Joaquin River, below Stockton, last night, scalding Wm. Hurley, Chas. Lyons, Richard Stunter and several unknown passengers, all badly scalded. Hurley is perhaps fatally scalded.

WASHINGTON, 12.—The lateness of the hour at which the Senate reached a decision of the pending parliamentary difficulty on the post office appropriation bill precluded any executive session yesterday af-

ternoon, except one of a few minutes' duration, and consequently the Chinese treaties were not reached. They may perhaps be reached at an executive session to-day, but it is more probable that their consideration will be deferred until the early part of next week.

Each member of the California delegation in the House of Representatives yesterday received a telegram from San Francisco, signed by J. W. Winans, John L. Beard, J. West, Martin, L. B. Redding, A. S. Hallidie and Prof. Geo. Davidson, regents of the California State University, earnestly requesting the California representatives to secure the passage in the House, of the Senate bill 1457, for the relief of that institution, and incidentally asking if it has passed the Senate. This appears to have been sent under a total misapprehension of the present status of the bill referred to, which has not yet been passed by the Senate, but on the contrary still awaits action on its calendar of measures reported from the committee.

WASHINGTON, 12.—Secretary Sherman in a letter to the secretary of the Chamber of Commerce, New York, advising him that that body had requested him to rescind the order of September 2, 1879, and to refund the excess of duties collected under it, says: The department had become fully satisfied before the order was issued that sugars were being imported with coloring which made them below their proper grade and the government was thereby defrauded of a large amount of revenue, ruining honest dealers and failing to protect home manufactures from loss. It was established in the cases tried in San Francisco and Baltimore courts that this artificial coloring existed. The courts ruled fairly as to the justice of punishing the frauds, and although suits amounting to a million dollars have been begun, the government is convinced of the correctness of its positions and will defend them. The Secretary says, the money cannot be refunded nor can an order be rescinded but on the contrary he hopes the New York Chamber of Commerce for which he has profound respect, will aid in the enforcement of law. He mentions the fact in closing that one New York committee at least was an interested party having a suit against the government pending.

BOSTON, 12.—Faneuil Hall was crowded to its utmost capacity last night to express sympathy for Ireland. Mayor Prince presided, Wendell Phillips and Gen. Butler were among the speakers, and advocated giving moral and financial support to the people of Ireland in their present struggle. Gov. Long, in a letter, expressed his sympathy for the cause of the Irish people, so long as they seek within constitutional lines and legitimate methods to secure their political and social welfare. Letters were also received from Gov. Rice and others. The resolutions call upon the people of Ireland to hold up to their purpose of reform, and allow nothing to drive them to violence, for which they are not prepared.

WASHINGTON, 12.—During the discussion of the river and harbor bill in the House to-day, Mr. Page moved to increase the appropriation for the improvements of the Oakland harbor from \$60,000 to \$100,000. He said he did not oppose the bill because there had been no discrimination shown in these appropriations; he spoke in behalf of the Oakland harbor, a portion of the Bay of San Francisco, \$250,000 had already been appropriated for that harbor. The commerce of Asia and of the whole inner portion of his State find at Oakland harbor a port at which it should be shipped; the Oakland side of the bay was the terminus of two great railways. There were only three ports that collected more monies than did San Francisco. As to the amount of internal revenues brought in, California brought more money in from her public lands than any other State, and he thought that in justice to that State the amendment should be adopted. The amendment was subsequently rejected.

Representative Horace Davis today received a large number of letters from ship masters and pilots of San Francisco, setting forth the necessity for more effectual means of warning off Fort Point. They represent that the steam fog signal is needed instead of the present fog bell. The Lighthouse Board happening to be in session to-day, Mr. Davis laid the subject before them immediately, and they promised to let him know their conclusions at an early day. It appears that it will be

in their power to make the desired change without applying to Congress for a special appropriation, as there is on hand a balance of a general appropriation provided last year for establishing and improving fog signals.

NEW YORK, 12.—A *Tribune* reporter interviewed Capt. Eads, who expressed confidence that favorable action would ultimately be taken by Congress upon his scheme of inter-oceanic ship railroads. The House committee, he said, has already reported favorably upon it, but the matter would never be brought up in the House again unless action was first taken by the Senate.

Will Congress reach any action upon it this session?

I think the chances are just about even. The Mexican Government has authorized me to pledge the proceeds of a railroad to a foreign country.

Will much of the capital be raised abroad?

None, if the action of Congress is propitious. The United States is the only Government to which an income will be pledged, and it will be very easy to raise the necessary capital on this side of the waters.

Will the amount to which the capital was originally limited be sufficient? Undoubtedly.

How will your project affect that of De Lesseps? The Panama canal will never be completed; De Lesseps, however, unless the United States should absolutely interdict, will push work upon his canal as long as a cent of money is to be had. I do not mean to say that the canal could not be constructed across the Isthmus of Panama, but that it would never pay for the amount of capital.

What is the outlook for the Nicaragua route? That plan will never be pushed. The object of those who propose it is to prevent any means whatever of conveying ships across the Isthmus from being affected. They ask for a charter from Congress and they seek no governmental assistance. By this means persons who have not investigated the subject think that the route through Lake Nicaragua is the least expensive and practicable. The fact is, however, they wished to carry out their plan, and the company would need aid from Congress. The inference is plain that the proposal is merely to withdraw support from the other enterprises. Phelps and a few others are in earnest, but they alone will never carry it through, and not a cent of capital will even be invested in Nicaragua. Many of those who support the project are interested in the Mexico Southern Railroad, which would be injured by the success of the canal or a ship railroad.

The steamer *Atho*, from Colon confirms the fall of Lima on Jan. 14th. The Chilians advanced in a heavy fog unobserved, until the second Chilean line was reached, and their first line engaged in a hand-to-hand conflict for two hours. The Peruvians maintained the fight 12 hours until 4 p.m., when, being nearly flanked by the Chilians, who lost heavily, they were obliged to retire. Two days later the Peruvian reserve of 6,000 young men, of Lima, resisted the Chilean advance, firing from the breastworks for five hours, when the Chilians forced their way into the town of Mireflores and reduced it to ashes.

The Chilians entered Lima on the 17th without resistance, and established a local government with Gordal, former Chilean minister, in Ecuador, as Prefect. The capital is orderly. The populace burned the Chinese quarters on the 15th of January on account of the alleged enmity of the Chinese to the country.

Pierola, commander-in-chief and president of Peru, could do nothing to withstand the effect of the surprise on the 13th of November. After the slaughter of the 15th he fled with an escort to the interior. Before his departure he gave orders that if any Peruvian officers in command of ships desired to save them by flight, trusting to their superior speed, they were privileged to do so. None made the attempt, and on the surrender of Lima and Callao, the forts, batteries and ships were blown up or burned. Several forts were blown up with considerable loss, it is said, to the invaders, but there was not the slightest evidence that the city was so generally ruined as the Peruvians claimed.

A London dispatch says: Baroness Burdett-Coutts and Mr. L. Ashmead Bartlett were married this morning at Christ Church. The marriage ceremony was performed by Rev. W. C. Cardinell, assisted by Rev. Henry White. None but the

nearest relatives and most intimate friends of the parties were present. Mr. Lacaita acted as "best man." Sir Francis Burdett, head of the family, gave away the bride. The wedding party were afterwards entertained at the residence of Mrs. Travennion, eldest sister of the bride, whose health prevented her presence in the church. The Baroness Loakel is remarkably well. Previous to the marriage, Mr. Bartlett in accordance with the Duchess of St. Alban's will, assumed the name of Burdett Coutts before his own surname. He and his wife leave this afternoon for the seat of Admiral Gordon, in Kent.

The *World's* London says: It is now asserted that last night's rumor of the arrest of Parnell, though not founded in fact, is believed to have its origin in the announcement that when the aims and purposes of the Land League were made public all the leading members of the Land League would probably be arrested, and it was also said that publicity would also soon be given to all the secrets of the league. In consequence of this, London is again agitated with the wildest rumors, and even though December's expectation of a bloody Christmas was happily disappointed, prophets are again predicting an active sanguinary conflict. The story is now considered correct that the government has intercepted Land League correspondence and opened many of its letters. In political circles there is intense excitement and it is freely asserted that schemes fraught with the greatest danger to the peace of the country have been discovered. A most important document is said to have been found in the possession of Michael Davitt just before he was arrested in Dublin, and which it is now asserted led to the cancellation of his ticket of leave and subsequent commitment to prison, and this document, according to the rumor, criminales some of the most prominent persons on the present agitation. People say that Parnell exhibits his sense of its importance to government by his remaining in Paris, where he will be joined by Dillon to-morrow. A meeting of the league will be held in that city next Monday, after which it is understood Parnell will sail direct from France to the United States.

OMAHA, 12.—Nearly all the Nebraska railroads are blockaded by the snow which has drifted into cuts on the tracks by high winds which have been prevailing yesterday and to-day. The Union Pacific sent a west bound passenger train to-day, but there were no eastern connections as trains due this morning from Chicago and St. Louis are stuck in the snow at different points. Eastern telegraphic communication has been cut off since last night. There were no trains in or out of Omaha except the Union Pacific and all freight trains on the eastern and mountain divisions of the road have been abandoned.

Chicago, 12.—The snow storm is general in the northwest, and has lasted from 24 to 48 hours, according to locality. It has been very heavy, however, in all places heard, from and has served to delay trains, stop street cars, clog telegraph wires and greatly interfere with general business. The weather is very mild and the snow very heavy, and in many points becomes slush when it reaches the ground. The great fall of snow this winter, the heavy rains of the past two weeks, and the general break-up which has been progressing quietly, has swollen the streams and rivers to an extent rarely known before, and great damage has already resulted, with a prospect of still larger losses in the future.

Toledo, O., 12.—At 11 o'clock tonight ice in front of the city broke up with a crash, and water rapidly rose, covering the docks and flooding Water Street and the warehouses and offices along the river front. A fleet of six vessels, grain laden, lying in winter quarters at the Wabash elevator, were torn from their moorings and swept down the stream, carrying with them the west span of Cherry Street bridge and the wagon and foot bridge connecting with East Toledo. Further damage is likely to occur.

New Orleans, 10.—There is no material change in the condition of the water in the overflowed districts. Ten thousand persons were supplied with food yesterday by the relief committee. Heavy rain and a strong wind prevail.

Washington, 12.—The harbor broke this morning and the water rose, flooding the Baltimore and Potomac Railroad depot, and the lower portion of the hotels on Pennsylvania

Avenue, between Third and Seventh Streets, about three feet of water is over the ground of Washington Market and Ford's Opera House. The Virginia side of Long Bridge is reported giving away; but it is inaccessible owing to the great depth of the water. Pennsylvania Avenue, from First to Seventh, and from Eighth to Tenth Streets is a sheet of water, all cellars and many first floors being submerged. The census office documents were barely saved.

Great damage is reported at Georgetown wharves.

Later, 1.30 p.m.—The entire Long Bridge is under water, and the rushing ice and water are carrying away railings. There is no immediate danger to the piers, however.

Mauch Chunk, 12.—It is feared floods will carry off 50,000,000 feet of lumber booms, at White Haven, and destroy the Lehigh Valley Company's bridge at Pennsylvania Avenue.

New York, 12.—The Hoboken meadows are flooded and 500 families shelterless. The excitement is intense. Floods are reported in all directions. There is danger and considerable damage.

WASHINGTON, 14.—The water completely surrounded a building on the south side of Long Bridge, in which were several women; they were finally rescued. The boat clubs removed their boats from the houses, and the lumber on the wharves in Georgetown was anchored securely as possible, but a portion was carried away. All travel over Long Bridge is suspended, and no trains leave for the south via Alexandria. Trains from the north over the Baltimore and Potomac road stop several squares from the depot. The passengers were transferred in coaches and wagons through the water, which extends from Pennsylvania Avenue a distance of about three squares, and is from two to four feet deep. The wires between Washington and Alexandria are all down. The Western Union send southern business to Alexandria by courier on horseback, who crosses Aqueduct Bridge at Georgetown, where the water is almost to the bridge piers, which are pounded by the ice with tremendous force, but the ice being soft is broken and passes down the river. At Harper's Ferry the water is twelve feet above low water mark and is rising. Three spans of Long Bridge are carried away. The ice is still running very high.

The water is rising one to two inches per hour and is now five feet over Water Street, higher than during the flood of '68. Summit Street merchants, fearing a further rise, are removing their goods to the second stories. The lumber district is under water and half of the 35,000,000 feet will be rehandled. Fifteen Wabash freight cars, with lumber, are submerged. The loss on lumber is at least \$35,000 which may be more than doubled. The steamer *Emerald* and the schooner *Denson* are undoubtedly a total loss, being jammed in the ice. The water covers the first floor of Union Depot seven to nine feet. The guests have been removed from the Island House, and at 7 p.m. the water run into the Burnett House office which was vacated for the second floor.

The Canada Southern loss is heavy by submerged track and freight houses. It now seems likely to freeze up, which would cause endless trouble.

New Orleans.—The Tangipahoa River yesterday overflowed its banks, washing out the Jackson Railroad. The New Orleans & Mobile Railroad from Lees' Station to Lookout is still in bad condition though a large force is now at work repairing. The passengers by this route come by steamer from Pearl River to West-end thence by rail to the city.

New Haven.—In addition to the mail and passenger train blocked at Seymour, the downward passenger train is stopped at Waterbury, while the south bound wrecking train is imprisoned by a bridge gone at Union City and a break at Seymour. No prospects of any trains through to-night.

Harrisburg, Va.—Shenandoah valley is threatened with serious floods. The streams are unusually swollen, interrupting the mails.

Fredericksburg.—The Rappahannock is rising at the rate of six inches an hour. The wharves are already overflowed, serious disaster is apprehended.

Richmond.—The James River here is about 10 feet above high water mark. At Columbia, 57 miles above Richmond, it has risen 17 feet at noon, and still rising. At Lynch-