that his appointment would be made before the close of the year.

THE MEXICAN MISSION.

The prospect of the completion of railroads to Mexico, and of a very notable increase in the commercial relations between that country and the United States, makes the mission to Mexico more desirable than it for years has been. There was great competition for it under Gen. Garfield, and there are many applications for it now. Among them are Eugene Sullivan, now a Federal officeholder in California, who is father-in-law of Senator Jones, of Nevada, a gentleman supposed to be on very friendly relations with the new Administration. Mr. Pacheco, of California, whose native language is Spanish, and who has extended business relations with Mexico, is said to be also desirous of receiving that appointment. Ex-Marshal Pitkin, of Louisiana—

"MY DEAR PITKIN,"

who supposed that he was to receive this nomination from Gen. Garfield—is a candidate, as is John Russell Young. The latter is reported to have the warm support of Gen. Grant. It was part of the gossip of the time that one of the requests that Gen. Grant made of Garfield was that he should send Young to Mexico, a request which Garfield declined; and to which Gen. Grant made pointed reference in his noted Chicago interview.

HOUSE RULES.

CONTEMPLATED CHANGES.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Dec. 11.—On the first day of the session, Haskell, of Kansas, introduced into the House a resolution declaring, first, that the rules of the House of Representatives of the Forty-sixth Congress shall be the rules of the present House unless otherwise ordered; and, secondly, that the Committee on Rules, when appointed, shall have leave to report at any time all such amendments or revisions of said rules as they may deem proper. The resolution has not been acted on, but is pending as unfinished business. It is the first step on the part of the Republicans to change what is now the twenty-first rule, and before the revision during the last Congress was the 120th rule, relating to amendments to appropriation bills. Haskell's resolution in giving the Committee on Rules the right to report at any time amendments of the rules paves the way for

AN EARLY ATTEMPT TO REVISE RULE TWENTY-ONE.

The third clause of rule 21 provides that "No appropriation shall be reported in any general appropriation bill, or be in order as an amendment thereto, for any expenditure not previously authorized by law, unless in continuation of appropriations for such public works and objects as are already in progress, nor shall any provision in any such bill or amendment thereto changing an existing law be in order, except, such as, being germane to the subject matter of the bill, shall retrench expenditures by the reduction of the number and salary of the officers of the United States, by the reduction of the compensation of any person paid out of the Treasury of the United States, or by the reduction of amounts of money covered by the bill; provided, that it shall be in order further to amend such bill upon the report of the committee having jurisdiction of the subject matter of such amendment, which amendment, being germane to the subject matter of the bill, shall retrench expenditures." For many years previous to the Forty-fourth Congress Rule 120, for which the above was substituted by the Democratic House in January, 1876, contained

A REMARKABLE PROVISION,

in accordance with which amendments to appropriation bills proposing an increase of the salaries of Government officers and employes were in order, but amendments proposing a reduction of salaries were not in order. It was under the working of this extraordinary rule that there was such a growth of fat salaries and enormous increase of the Government service during Grant's Administration. During the Forty-third Congress, Holman, of Indiana, made an unsuccessful effort to change the rule, and it was not until the Democrats got control of the House that it was modified. The modification was effected only after a hard struggle and the determined opposition of the Republicans. A similar fight took place during the last Congress when the revision of the rules was made. The rule as it now stands has proved to be a most effective weapon for defeating jobs.

BANKRUPTCY.

BUSINESS-MEN IN FAVOR OF A NEW LAW ON THE SUBJECT.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Dec. 11.—During the recess the sub-committee of the Senate Committee of the Judiciary has been engaged to a certain extent in studying the subject of a new bankrupt law. The method adopted was to have requests for an opinion upon the subject printed and sent to leading business-men, to the Boards of Trade, and other commercial organizations, to trade journals, Judges, and others, in various parts of the country, known to be interested in such a measure. A great mass of replies have been received, which are thought to represent opinion in the several sections of the country, and most of these are strongly in favor of the enactment of a new law. The committee believe, from

THE TENOR OF THE REPLIES RECEIVED

that the business sentiment of the country was never more fully prepared for such a measure, and that the general idea seems to be that there could be no better time than the present prosperous period for passing such a law. The members of the sub-committee have also studied the laws of foreign countries upon the same subject, and have thus thoroughly prepared themselves for the discussion. It is likely that a bill will be reported in the Senate before the holidays.

WHITTAKER.

A TROUBLESOME LEGACY.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Dec. 11.—Among other troublesome legacies inherited by the present Administration is the verdict of the court-martial which tried Whittaker, the colored cadet, at West Point. The verdict was a sealed one, and great pains have been taken to keep it secret, but there are good reasons for believing that it was unfavorable to Whittaker. It must now be approved or set aside by the President, and his known hostility to the old caste feeling against the African race makes it more than probable that, should the Judge-Advocate General, after an examination of the case, decide that the verdict should be set aside, President Arthur will approve of that decision.

MONEY ORDERS.

NEW FOREIGN EXCHANGES.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Dec. 11.—The President yesterday signed the papers providing for a money-order exchange with New Zealand and New South Wales. Superintendent McDonald, of the money-order department of the post-office, in speaking of the matter, said it would have a tendency to largely increase the market for American goods in those countries. At present the people there are willing to take American goods, and did deal largely in American machinery, but the trouble about extending the commerce of this country in that Southern harbor was that heretofore they were compelled, in making payments for goods, to purchase bills of exchange in London, and liquidate their bills in this indirect way. Now that there is no longer a necessity for bills of exchange, he expects to see American trade increase rapidly. At the present time there is a monthly line of steamers out of San Francisco plying to Sydney, New South Wales, thence to Orkley.

NOTES.

PROCTOR KNOTT.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Dec. 11.—Proctor Knott is enlisted for three years or during the war in the tariff fight. He says he proposes during the present Congress to advocate a radical revision of the tariff at every favorable opportunity in the House. He is dead set against the tariff commission scheme. He regards it as a cunning device for delay, and believes that if a commission were appointed it would be controlled thoroughly by protectionists, who would secure a report in their interests, with which they would flood the country in propagation of their doctrine. He thinks it worse than folly for revenue-reformers to countenance this sort of thing, and he says he is determined to do everything he can to defeat the commission scheme.

A SUCCESSOR TO JUDGE CLIFFORD

on the Bench of the Supreme Court will doubtless be nominated this week. A number of persons have been mentioned as likely to receive the appointment, but it can't be learned that the President has indicated his choice. Secretary Blaine is authority for the statement that Gen. Garfield, had he lived, intended to have offered an appointment as Judge of the Supreme Court to Roscoe Conkling, to show him that he entertained no feelings of personal animosity towards him. As Mr. Conkling declined the appointment of Chief-Justice tendered to him by President Grant, he would hardly accept a place as Judge.

SENATOR PENDLETON,

who, during last week, revived his resolution providing that members of the Cabinet shall have seats in the Senate Chamber and be allowed to participate in the debates on matters concerning their department, said last night that he had strong hopes of securing its adoption at the present session of the Senate. When before the Senate last winter it received 8 out of 10 votes in the committee to which it was referred, and, according to the Senator, of the 10 votes, only 1 was in opposition, the other being that of a Senator who was apathetic rather than hostile. Mr. Pendleton also said that Senator Windom, who has now a seat in the Senate, said that he often felt while in the Cabinet that it would be a great satisfaction to him to be able to go upon the Senate floor and make explanations regarding matters under discussion concerning his department, and on the strength of this he counts on Windom's influence in favor of his resolution. He thinks there will be practically no opposition to it when it comes before the Senate for final action.

SENATOR GARLAND

expects to speak tomorrow on his resolution providing for a tariff commission. Contrary to general expectations, he will not touch upon the tariff question except incidentally, devoting his remarks entirely to an explanation of what he considers the best method of organizing a commission which will perform the work in an honest and capable manner.

ACTING COMMISSIONER OF RAILROAD ACCOUNTS M'CAMMON

expects to issue the annual report of the Commissioner tomorrow. In one respect the report will be defective. The Northern Pacific Company was instructed to make a report of the operations of the road for the present year. Either by mistake or purposely, the only answer made by the company was to send the Commissioner a certified copy of the last annual report. The law provides that in case any company neglects or refuses to make such reports as the Commissioner demands, they shall forfeit not less than $1,000 nor more than $5,000. Mr. McCammon says that if the case is not satisfactorily explained and adjusted he will certify the facts to the Attorney-General for his action.

CHANGES BY THE HOUSE SERGEANT-AT-ARMS.

To the Western Associated Press.

WASHINGTON, D. C., Dec. 11.—The Sergeant-at-Arms of the House has made several changes in the Finance Bureau of his office.

THE UNITED STATES STEAMER DISPATCH leaves tomorrow for San Domingo to begin surveys in Samana Bay.

"THE MESSIAH."

Mme. Patti to Take the Soprano Part in the Performance of the Great Oratorio in Cincinnati, Dec. 28.

Special Dispatch to The Chicago Tribune.

CINCINNATI, Dec. 11.—The sale of seats for the oratorio of "The Messiah," which is to be given in the Springer Music-Hall Dec. 28, will occur tomorrow. "The Messiah" will be presented by the Musical Festival Association, and is designed as a Christmas performance. Patti will sing the soprano parts, and will have as support Theodore Thomas' New York Orchestra, the Cincinnati May Festival Chorus of 500 select voices, and the great organ. The enthusiasts who have planned this remarkable presentation of Handel's great work proudly declare that the silvery singer who is to be the central star has never appeared in a more brilliant setting, and that there has never been in prospect a grander rendering of "The Messiah." The public have somewhat the same impression, and the chances are that every seat in the great hall will be bought at a premium at the auction sale which begins tomorrow. This indication will be accepted as quite probable of fulfillment when it is remembered that Columbus, Dayton, Louisville, Lexington, and Frankfort want to see Patti on this same musically eventful 28th of December. Each successful bidder at the auction sale will be entitled to choose any number of seats up to ten, having first paid to the Treasurer $2.50 each in addition to the premium. This rule is necessary in order that the great number living at a distance, or whose business engagements will prevent them from attending the sale, and yet are determined upon hearing "The Messiah" and see and hear Patti, can secure desirable seats through some friends. There has been made an unsuccessful effort to divert this extraordinary interest by the announcement that Patti would probably appear in opera in Cincinnati during the opera festival which is to take place in February. It was said that it was only probable that she would appear at that time, not because of any difficulty in securing her, but for the reason that her engagement to sing in the oratorio of "The Messiah" was so drawn that no announcement of a subsequent Cincinnati engagement could be made until after "The Messiah" had been given. The effect of this adroit announcement was to lessen interest in the presentation of "The Messiah" on the part of a considerable class, who would rather hear Patti in opera than oratorio, and who did not care to spend their money to hear her twice. This effect, however, the day Festival Association have counteracted by definitly ascertaining that Patti has not been engaged to sing in opera in Cincinnati, nor in any American city, the present season. It is not believed that she may appear here in operatic selections with the Mapleson troupe in February, but that does not dull the interest in her participating appearance in "The Messiah," and hence a rush for seats tomorrow remains assured.

PRISON STATISTICS.

A Good Showing Made by the Board of Directors of the Northern Indiana Prison.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Dec. 11.—The first annual report of the new Board of Directors of the Northern Prison, which was submitted to the Governor yesterday, presents an exceptionally good showing. The period covered is for the year ending with Oct. 31, 1881, and embraces four months of the former board's term. The receipts and earnings of the prison for the year were $77,423.40, of which $71,104.14 was for labor performed. The expenditures for the same time were $80,020.87, leaving a deficit of only $2,501.47, and this is reduced to $1,359.47 by outstanding claims. Of these receipts and expenditures the former board expended $6,383.21 more than they received during the last four months of their term. Since March 1, 1881, when the present board took charge, there has been an excess of receipts over expenditures of $3,501.77. This shows that the prison is now on a self-sustaining basis. The report states that advantageous contracts for letting the prison labor have been made, and that a bath, wash-house, and a building for insane and refractory prisoners are much needed. Warden Murdock and other employés are complimented for efficiency. The Warden's report, accompanying that of the Directors, shows that the average monthly number of prisoners was 572. At the date of last report, 577, received since that, 277; total, 854. The number of discharges was 282, leaving 572 men in prison Oct. 31. But five deaths occurred in the prison during the year, and the general health is exceedingly good. Of the 572 prisoners there are 43 life convicts; 183 were farmers and 189 laborers; 181 can neither read nor write; 187 are of intemperate habits; 422 are unmarried men. The prison Inspector reports that good books have been supplied to the prisoners, and proper moral influences exerted upon them.

EX-GOV. OGLESBY.

The Old Veteran Said to Be a Candidate for the Position of Collector of the Port of Chicago.

Special Dispatch to The Chicago Tribune.

DECATUR, Ill., Dec. 11.—The statement published by the Associated Press to the effect that ex-Gov. Oglesby, of Decatur, has consented to lecture on the subject of the public domain is untrue. The Governor informed your correspondent today that he will do nothing of the kind. He says a meddlesome Chicago reporter started this story. The Governor is generally considered here as being a formidable candidate for Collector of Customs at Chicago, but has not given any expression to a desire for the place.

TIRED OF LIFE.

Shot Himself Through the Head.

PAOLA, Kas., Dec. 10.—C. C. Armstrong, a young man recently from Cincinnati, went hunting a day or two ago a couple of miles from here, and while out shot himself through the head, evidently with suicidal intent. He was in prosperous circumstances, and no cause can be assigned for the act.

A Printer Takes Poison.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Ind., Dec. 12.—George W. Richards, a telegraph operator and printer, who has been on a big drunk for several weeks in this city, took poison tonight with suicidal intent, and died from its effects. He formerly lived at Muncie, Ill.

THE FRENCH YORKTOWN VISITORS.

Special Dispatch to The Chicago Tribune.

ST. LOUIS, Mo., Dec. 11.—The French delegation to the Yorktown centennial celebration arrived here tonight from the West and are quartered at the Lindell Hotel. They will remain in the city two days.

AWAITING ORDERS FROM WASHINGTON.

ST. LOUIS, Mo., Dec. 11.—The new United States Assay office, which has been fitted up in the old custom-house building here, is ready for business, and operations will begin as soon as orders are received from Washington.

Labor Saving.

The demand of the people for an easier method of preparing Kidney-Wort has induced the proprietors, the well-known wholesale druggists, Wells, Richardson & Co., of Burlington, Vt., to prepare it for sale in liquid form as well as in dry form. It saves all the labor of preparing, and as it is equally efficient it is preferred by many persons. Kidney-Wort always and everywhere proves itself a perfect remedy.—*Buffalo News.*

THE RAILROADS.

Review of the Work of Track-laying in Minnesota, Dakota, Etc.

Important Railroad Projects in Pennsylvania and New York.

English Locomotives and Coaches—The Thomas A. Scott Memorial Church Enterprise.

Construction in the Northwest During 1881.

Special Dispatch to The Chicago Tribune.

ST. PAUL, Minn., Dec. 11.—The *Pioneer Press* will print tomorrow an eight-column review of the new railroad construction of the Northwest for the year 1881. It embraces six companies, with a total of new track laid of 2,681 miles, against 1,478 miles laid by the same roads last year. The work of the St. Paul, Minneapolis & Manitoba has been in the Red River Valley, in Minnesota and Dakota, and north from Minneapolis on the west of the Mississippi; that of the Northern Pacific on the main line in Montana and on branches in the Red River Valley and Northern Wisconsin and in Oregon; that of the Chicago, St. Paul & Omaha in Northern Wisconsin and Nebraska; that of the Northwestern in Iowa, Wisconsin, and Southern Dakota; and that of the Chicago, Milwaukee & St. Paul in Iowa, Wisconsin, Minnesota, and Dakota. The following is the detailed summary: St. Paul, Minneapolis & Manitoba, from Wahpeton westward, graded, 38 miles; Durbin extension, from Durbin to Fleming, track laid, 16 miles; Durbin extension, from Fleming to Goose River, 37 miles; Durbin extension, from Fleming northwest, graded, 40 miles; Grand Forks west, from Ojata to Larrimore, track laid, 17 miles; Grand Forks north, from Grand Forks to Minto, 30 miles; Pelican Branch, from Carlisle to Elizabeth, track laid, 4 miles; grain branches Fargo and Grand Forks, track laid, 22 miles; Minneapolis & North Osseo Branch, from Minneapolis to Clearwater, track laid, 50 miles; Minnetonka & North Shore Line, track laid, 6 miles; total construction, 261 miles, of which 1,826 miles is in new track laid; last year's construction, 224 miles.

Northern Pacific—Wisconsin Division—Northern Pacific Junction to Superior, 23 miles; Fergus & Black Hills, Wadena Junction to Fergus Falls, 50 miles; Casselton branch, Hunlanded to Mayville, twelve miles; Montana division—end of track in 1880 to Glendive, twelve miles; Yellowstone division, Glendive to Fort Keogh, eighty-one miles beyond Fort Keogh, twenty-seven miles; Pend d'Oreille division, from Spokane Falls to head of Lake Pend d'Oreille, track laid, ninety-eight miles; east of Lake Pend d'Oreille, graded, fifty miles; total Northern Pacific construction, 331 miles.

Oregon Railway & Navigation Company, 225 miles. Total construction in the Northern Pacific system for the year, 558 miles. Of this 370 miles is in new track, including the extension to the Little Rosebud, thirty-five miles beyond Miles City, which will be reached Dec. 31. Construction last year, 439 miles.

Chicago, St. Paul, Minneapolis, & Omaha, construction work for 1881, Northern Division—Stanley, laid north from Cadiz, Wis., 20 miles; grading beyond toward Bayfield, 40 miles; Superior branch, Wis., grading northwest from Veazie, on which twenty miles of track will be laid by Jan. 1, 25 miles; from Superior southeast, graded, 15 miles; Chippewa Falls & Northern branch, from Chippewa Falls to Rice Lake, 37 miles; Neillsville branch, from Merrillan Junction to Neillsville, track laid, 14 miles; Norfolk branch (Nebraska), from Emerson to Norfolk, grading and bridging completed 125 miles of track to be laid this winter, 47 miles; total construction for 1881, 178 miles; construction in the previous year, 208 miles.

Minneapolis & St. Louis—From Heartsford, eight miles south of Fort Dodge, to Coaltown, nearly completed, 42 miles; Pacific Division, road completed and iron beyond Arlington, in Sibley County, 47 miles; construction for 1881, 89 miles; construction for 1880, 59 miles.

Chicago & Northwestern—Extension from Milwaukee to Manitowoc completed, 141 miles; extension from Deering, Mich., to the Phelps Mountain, partly graded, 23 miles; extension of Toledo & Northwestern of Iowa, from Webster City to the Minnesota State line, partly completed, 81 miles; branch from Jewett Junction to Lake City, partly completed, 59 miles; branch from Eagle Grove to Sioux Rapids, nearly completed, 58 miles.

Iowa Southwestern—From Carroll to Kirkman, 35 miles; and branch from Manning to Audubon, both nearly completed, 17 miles; the James River line in Dakota, from Huron up the James River to Ordway, completed and in operation, 87 miles. Total construction, 521 miles, as against 350 miles of construction in 1880.

Chicago, Milwaukee & St. Paul—Aberdeen north to point unironed, 40 miles; Aberdeen south to Ashton, 19 miles, graded last season, 33 miles; Kimball to Chamberlain, 30 miles; Mitchell north to point unironed, 14 miles; Mill-Bank branch beyond Willmar, 19 miles; Marion to Des Moines River, 127 miles; Sioux Falls to Dell Rapids, 20 miles; Bristol to Aberdeen, graded in part and ironed, 22 miles; graded and not ironed, Yankton to Scotland, 21; Hastings to Stillwater, 25 miles; Wabasha to Eau Claire, Chippewa River to Menomonee, 13 miles; sections between Des Moines River and Council Bluffs (estimated), 50 miles.

Total new lines, 471 miles.

Total in 1881, 198 miles.

Important Projects in Pennsylvania and New York.

Special Dispatch to The Chicago Tribune.

ELDRED, Pa., Dec. 11.—A short time ago THE TRIBUNE correspondent sent a special dispatch in which it was stated that the Buffalo, Pittsburg, & Western Railroad syndicate would soon form a combination with other lines traversing Northwestern Pennsylvania and Western New York. As predicted, this project has been consummated by the merging of all the lines of railroad extending through the northwestern section of this State and gridironing Western New York to Buffalo. The final settlements have been made by the Buffalo, New York & Philadelphia syndicate, and the Amsterdam clique, which holds the controlling interest in the Buffalo, Pittsburg & Western Railroad Company, is the sole owner of the Buffalo, New York & Philadelphia Railroad, 121 miles; the Olean, Bradford & Warren Narrow-Gage Railroad, twenty-three miles; the Kendall & Eldred Narrow-Gage Railroad, eighteen miles; the McKean & Buffalo Narrow-Gage Railroad, twenty-two miles; and the Buffalo Coal Company, four miles—a total of 198 miles—all of which were purchased in April last by the Buffalo, Pittsburg & Western Railroad syndicate, Col. Archer N. Martin acting as the combination's representative in the negotiations and subsequent purchase. The price agreed upon for the entire property in question was $4,850,000, divided as follows: Buffalo, New York & Philadelphia (extending from Emporium, Pa., to Buffalo, N. Y.), $2,350,000; Olean, Bradford & Warren, $800,000; Kendall & Eldred, $300,000; Olean & Buffalo, $800,000; Buffalo Coal Company, $800,000. The stock of the first-named corporation amounted to 21,500 shares. At a private meeting of the representatives of the various companies concerned, held at this place, the final contracts have been entered into, and the narrow-gage lines, with all the property belonging to them, have been formally transferred to the purchasing corporation. The old Board of Directors retired gracefully, as in the first instance, and a new Directory was promptly organized. Subsequently a meeting was held in New York City for the purpose of effecting a permanent organization of the Board of Directors, and John W. Jones, the executive head of the Buffalo, Pittsburg & Western Railroad Company, was chosen President of the Buffalo, New York & Philadelphia Railroad Company, as well as of the narrow-gage railroads, which more than fully confirms all intimations relative to the organization made in previous special dispatches by THE TRIBUNE correspondent. It is understood that the Buffalo, Pittsburg & Western Railroad Company will build an extensive, imposing, and commodious depot on Michigan street, between Seneca and Exchange streets, Buffalo. The tracks of the Buffalo, New York & Philadelphia Railroad will be extended to Michigan street. Intelligence received from railway sources in Erie, Pa., is to the effect that work on the new railroad bearing the name of the New York, Chicago & St. Louis Company, and traversing Nineteenth street in that city, is being pushed forward with extraordinary energy and dispatch. In the division extending from Dunkirk, N. Y., to Chicago, 1,242 miles have been graded, leaving only 107 miles not completed. The feats of masonry building during the season are said to be remarkable, and hardly paralleled in railroad construction. Between Buffalo, N. Y., and Cleveland 130,000 yards have been completed, requiring between 4,000 and 5,000 carloads of stone. The first rails were put down on Nineteenth street, Erie, on Wednesday, Dec. 7. The track-laying will be moved westward to meet an advancing party from Ashtabula, O. A company has been organized for the construction of a railroad from Sharpsville, Mercer County, over the old towing-path of the Erie Canal to connect with this road at Girard, Erie County. Greene County is to have another narrow-gage road, to be built by a company which has a capital of $100,000, and is styled the Waynesburg, Mount Morris & West Virginia Railroad Company. The road will connect with the Waynesburg & Washington Road at Waynesburg, and extend in a southern direction past Smith's Creek, Shannon's River, and Mount Morris to the West Virginia line, where it is presumed that the citizens of West Virginia will take an interest in the enterprise, and push it into fields of undeveloped wealth. The route is feasible, the grade easy, and the road can be constructed at a low estimate. The New York, Pittsburg & Chicago Railroad Company has leased for a term of ninety-nine years to the Pittsburg & Western Company that part of the former road between Slippery Rock River and New Castle, Pa., thus opening New Castle and Youngstown, O., to the Pittsburg & Western Road. The New York, Pittsburg & Chicago Company is allowed the privilege of using the track leased, and the terminal in Allegheny City and Pittsburg. The line is partly graded, and work is being vigorously pushed. The way to New York will be via the Central Railroad of New Jersey. The Redstone Branch of the Monongahela Division will be hastened to completion, ballasting, ties and iron being laid from the eastern end toward the Monongahela crossing at Brownsville. The building of the bridge to span the Monongahela River is necessarily delayed on account of an alteration of the specifications.

Eight New Companies Incorporated.

Special Dispatch to The Chicago Tribune.

DES MOINES, Dec. 10.—Edwin O. Lamphere and E. L. Marsh appear to have established a monopoly on railroads. As Directors, they publish a notice of the incorporation of eight different companies, to construct a road across Iowa—to wit:

The Mississippi, Western & Northern Railway Company; Mississippi, Western & North Tier Railway Company; Mississippi, Western & Dakota Railway Company; Mississippi, Western & Northern Pacific Railway Company; Mississippi & Western Railway Company & Barge Line; Mississippi & Western Railway Transportation Company; Mississippi, Western & Minnesota Railway Company; Mississippi & Cedar Railway Company. The capital of each company is $1,000,000, with privilege of increase to $5,000,000. The object is to build a railway across the State, construct, lease, or operate boats, barges, or other means of transportation, and construct and operate telegraph lines. The principal place of business is at Des Moines. Now, it is understood the old-time transcontinental railway is being revived, and it is probably true that this numerous railway company is only making preparations to get across this State. The preliminary work has already been done for at least one of the contemplated lines.

The Des Moines & Fort Dodge has laid steel rails from this city to Grand Junction, and next year will complete the track to Fort Dodge. Under the present managers this road, which was robbed, plundered, and scuttled by its original owners, is picking up mighty fast, and is today one of the most desirable pieces of railroad property in the West.

The business of the new Toledo Branch of the Chicago & Northwestern may be inferred from the fact that four miles of side-track has been put down at Toledo, which will hold 1,200 cars, and yet there is not room to do the business of the branch on this siding.

George E. Clark, attorney for the Chicago & Milwaukee at Algoma, has been assigned exclusively to railroad litigation, and will remove from Algoma.

The Minneapolis & St. Louis have completed the survey of their Kansas City extension from Coaltown on the Fort Dodge Road to Musquito Creek, thence down the east side of the creek to Redfield; thence southwest to the upland; thence south, crossing the Rock Island midway between Stuart and Dexter, to Greenfield, in Adair County, where running connections will be made with the Chicago, Burlington, & Quincy. Efforts will be made to have the road diverge so as to make Stuart a point on the line.

The Des Moines Northern (Wabash) is pushing ahead despite the weather. The contract for construction from Des Moines' River to Boone has been let, to be completed before Jan. 1.

The Wabash is striking out West. Townships are voting on a tax to aid in building a branch from Shenandoah, in Page County, via Farragut and Sidney, to the Missouri River, at East Nebraska City.

Considerable speculation has been had by the press as to the propriety of the Chicago & Milwaukee taking the fuel trade exclusively into their control at stations along their lines, as it shuts out dealers entirely and prevents competition. The company appear to have acted wisely, and the following circulars of instructions to agents indicates the purport of the company:

MASON CITY, Ia., Nov. 25, 1881.—*To Agent:* It is the desire of the company to place its coal within the reach of all needy parties, and especially those living remote from town, and not to sell this coal to any dealers to resell as a matter of trade.

You will use caution in selling, and until further notice you will not sell to exceed 500 pounds to any one person living within five miles of station.

Be governed in the amount furnished any person by the distance they live from town, which will in a measure indicate their need, and parties living remote furnish as liberally as your supply on hand will allow.

G. W. SANBORN, Supt.

Grading on the Des Moines Northwestern is going forward between Fonda, in Pocahontas County, and Rockwell City, as fast as possible. It is expected to reach Fonda by Jan. 1. Trains are now running to Jefferson, in Greene County, and will be extended so fast as the road is completed.

The contractor has until June to complete the road-bed to Sioux River, in Clay County. But recent orders from headquarters were received that the road must be completed to Fonda immediately, regardless of expense. It is a nip-and-tuck race between the Wabash and Chicago & Northwestern to get to Spirit Lake first.

Dr. A. Teal died Nov. 25 at Dunlap, in Harrison County. He was a native of Watervliet, N. Y.; came to Chicago in 1853, and was for a time Division Master-Mechanic of the Chicago, Burlington & Quincy Railroad. He built the engines of the little steamer Maid of the Mist, which runs from Suspension Bridge to Niagara Falls. He came to Iowa in 1857. He was an earnest Christian man and an honored member of the Masonic Fraternity. He was formerly Treasurer of Ark Lodge No. 33, of New York.

Railroads in Texas—What They Have Done for the Development of the State, and What They Mean to Accomplish Hereafter.

Special Correspondence of The Chicago Tribune.

GALVESTON, Tex., Nov. 26.—The many changes of Government which Texas has undergone since she became known to the civilized world have greatly retarded her progress. First a province of Spain, then of Mexico, then a Republic, and lastly a State, the era of her development began with her annexation, and progressed slowly until the outbreak of the great Civil War in 1861, when she rebounded and lost all she had gained. Her territory not having been overrun and laid waste by opposing armies, she was the West of the Southern States to recuperate from the paralyzing effects of the War, and at once entered upon a wonderful era of development and progress, owing to the projection and construction of various railway lines through her territory. When Texas seceded in 1861 there were about 300 miles of railway in operation. At the close of hostilities in 1865 her roads were in a horribly dilapidated condition, and had to be rebuilt and equipped almost entire. Since 1865 Texas has increased her railway mileage 4,300 miles, and has over 2,000 miles more under construction, all of which will be completed and in active operation inside of the next two years. From five lines in 1865, there are now twenty-eight lines of railway in active operation. There have been constructed during the past year 1,631 miles, or a line that would reach from Galveston to the City of New York, which, at an estimated cost of $12,000 per mile, shows an expenditure of $19,600,000.

Of these twenty-eight roads, the majority are extending their lines, and all except one have been built and are being extended to their objective points by capital foreign to the State. These roads are, or will become, potent factors in developing the wonderful and varied resources of the State, whose superficial area is 250,651 square miles, or larger than Austria by 80,000 square miles, and larger than France by 68,800 square miles. Besides these, ten other new lines of railway have been chartered, and are either in course of construction or surveys are being made preparatory to the commencement of work, which will penetrate various sections of the State now without railway facilities.

Prominent among these new lines is the New York, Texas & Mexican Railway, whose initial point is Rosenberg Junction in Fort Bend County, sixty-three miles northwest of Galveston and thirty-five miles west of Houston, where the Galveston, Harrisburg & San Antonio Railway is crossed by the Gulf, Colorado & Santa Fé Railroad. Its objective point is Brownsville, on the Rio Grande, 350 miles southwest. At Rosenberg Junction the New York, Texas & Mexican Railroad taps the entire system of railways of the Southwest as effectually as if its initial point was Houston, and gives it direct communication with New York, Chicago, St. Louis, New Orleans, and an ocean outlet at Galveston via the Gulf, Colorado & Santa Fé Railroad. Its line from Rosenberg Junction west passes through counties embracing, to a large extent, what is known as the "Sugar-Bowl" of Texas; also the most productive cotton-producing sections of the State.

The projector of this important line is Count Joseph Telfener, of Italy, an eminent civil engineer and successful railway builder in Europe and South America. In July, 1880, Count Telfener visited the United States, and, during a tour through Texas, was greatly impressed with the inadequate transportation facilities for internal and external communications with the rich and vast districts of the State, and especially the alluvial coast counties, which are unsurpassed in fertility, and, prior to the Civil War, were the most densely populated as well as productive portions of the State. To supply the great sugar and cotton belt as well as the extensive cattle regions of Southwestern Texas with such communication suggested itself to his practical mind as a fruitful field for profitable enterprise. He was also quick to perceive that the most direct and practical route between New York and the City of Mexico was along the Texas coast, and that such a line would traverse its richest counties, while, in addition, it would open up communication with a number of ports in Texas and Mexico, so admirably situated as to give certain promise of great prosperity and expansion as soon as they could be brought into direct communication with the through railway system of the country.

The company was chartered Nov. 17, 1880, and surveys on the line were begun as soon thereafter as the engineer corps could be organized. As fast as the line was permanently located, contracts were let for grading and bridging. The company, which is backed by ample capital, and is operated strictly upon a cash basis, will, by Dec. 1, 1881, have the line graded to Victoria, 100 miles west of Rosenberg Junction, upon which track is being laid at the rate of a mile and quarter per day, and which will be completed and cars running to Victoria by Feb. 1, 1882.

The colonization enterprise of the company is upon a practical basis, and already over 1,500 emigrants have been brought over under the auspices of the company, and have been placed at work either on the road or colonized upon the company's lands. The emigrants are in charge of Count Telfener's agents from the time of their embarkation, their passage money instances being advanced, and their provisions secured until they are able to earn their own living. This is strangely in contrast with the treatment of emigrants by other railway companies, who leave the poor and oftentimes penniless foreigners to shift for themselves the moment they disembark.

Among the other railway enterprises in which Galveston is deeply interested is the Texas-Mexican Narrow Gage, the Texas Division of the Mexican National, whose initial point is Galveston, and its objective terminus Laredo. The line has been surveyed and located the entire length—500 miles. The other two projected lines for which charters have been obtained—both narrow-gage—and which promise to become valuable adjuncts to the commercial prosperity of the city, are the Galveston & Eagle Pass Air Line, and the Galveston & Rio Grande Railway Companies. Each has its initial here, while the objective point of the former is at Eagle Pass, on the Rio Grande, about 350 miles.

"Carl."

Vice-President Oakes, of the Northern Pacific, in St. Paul.

Special Dispatch to The Chicago Tribune.

ST. PAUL, Minn., Dec. 10.—Vice-President Oakes, of the Northern Pacific, is here with a party of railroad men. In reply to a question as to an independent line of the Northern Pacific between Sauk Rapids and Minneapolis and St. Paul, Mr. Oakes said that the business of the Northern Pacific and St. Paul, Minneapolis & Manitoba had so rapidly increased between those points that much inconvenience is caused to both lines by running over the present road on the east side of the river. It has become necessary for the Northern Pacific to have an independent line into Minneapolis and St. Paul. It is hoped that satisfactory arrangements will be made for such a line, as propositions for the purchase of the Osseo Branch of the St. Paul, Minneapolis & Manitoba have been made thus under consideration. That line is now finished as far as Clearwater. Being asked about the relations between the two roads, Mr. Oakes said they were more friendly than they have been in the past, and the indications of an early and permanent peace are encouraging. As to the reported intention of one Chicago, Milwaukee & St. Paul to form an alliance with the Canadian Pacific, Mr. Oakes said all he knew about it was what he had read in the papers. He would not credit it until it was an accomplished fact. He could understand that, while the St. Paul, Minneapolis & Manitoba might not regard it as beneficial to their interests, an alliance of that kind would compel the Northern Pacific to strike hands with the Chicago & Northwestern, and to speedily build their eastern outlet from Superior, to the Montreal River and Sault Ste. Marie, which would give them a shorter route from the same territory by 300 to 375 miles to the Atlantic seaboard.

Official Resignations and Appointments.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Wis., Dec. 11.—It has been officially announced that Mr. McCoy, until now Division Superintendent of the Pittsburg & Ft. Wayne Road, has been appointed Assistant Superintendent of the Milwaukee Division and all the divisions of the Chicago & Northwestern Railroad in Wisconsin, to succeed James McCabe, resigned. It is understood that Mr. McCabe has accepted a position of trust on the Atchison, Topeka & Santa Fé Railroad. Daniel Ahern, who has been connected with the freight department of the Chicago & Northwestern Railway in this city for many years, has tendered his resignation, to take effect Jan. 1, in order to accept a position on the Atchison, Topeka & Santa Fé Railroad.

Last Rail on New Orleans Pacific Laid Between Shreveport and Cheneyville.

SHREVEPORT, La., Dec. 11.—The last rail on the New Orleans Pacific Railway, between Shreveport and Cheneyville, was laid at 11:30 today. This gives all rail to New Orleans by connecting with Morgan's line at Cheneyville, forty-two miles. The New Orleans Pacific is yet to be completed below Cheneyville.

Extension of a Narrow-Gage.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Dec. 11.—The Directors of the Bloomfield, Owensboro, Springfield & Bedford Narrow-Gage Railroad have decided to extend the line to Seymour, a distance of thirty-six miles.

English Railway Locomotives and Passenger Coaches.

Mr. Joseph Grensel, of the Detroit *Free Press*, who has just returned from an extended European trip, gives the following interesting description of English railway locomotives and passenger-cars:

The speed and power of the locomotives are something remarkable. They stand on six wheels, four of which are coupled, being the drivers, and the smaller wheels are at the forward end. The coupled wheels on first-class passenger engines are six feet eight inches in diameter, and the cylinders are ordinarily of about seventeen inches diameter and twenty-four inches stroke. The engines weigh thirty-six tons, and will draw a load of 210 tons at a speed of forty-five miles an hour. The tender weighs twenty-eight tons, has space for four tons of coal, and holds over 2,300 gallons of water. The smoke-stacks are straight and slender, with a plain ring finish at the top, and not much greater in diameter than an ordinary stove-pipe. The fire-box is large and the combustion perfect. But little smoke escapes, and the traveler is not annoyed nor his view impeded by drifting steam from the engine.

The English railway managers do not fully appreciate American locomotives. The "cow-catcher" appears to them a ludicrous sort of appendage. I happened to have with me a large photograph of a first-class American engine, with the old-fashioned, flaring top style of stack always attached to wood-burning locomotives. I was invariably subjected to criticism. "Why do you have that ugly-looking smoke-stack?" was the usual remark. "That's a great deformity."

The English railway carriages strike Americans as being equally odd in appearance. Some are mounted on four wheels, having the appearance to an old-style stage-coach is made more plain by the four compartments, or