

### THE KANSAS AND UNION PACIFIC.

**Gould Quits the Matter Because Not Satisfied With Government as a Partner.**  
**NEW YORK, May 19.**—When the Pacific Railway Commission got to work this morning, Jay Gould resumed the witness stand and the questions were continued by Commissioner Anderson. Gould testified that the provisions of the consolidated mortgage trust was strictly complied with by the trustee bonds issued as therein provided. Gould was shown a transcript of transactions in consolidated bonds furnished by the Union Pacific company, which would seem to indicate that the trustees had not followed the trust. Gould said that was a Union Pacific account of which he knew nothing—that the true way to get at the matter was to examine the accounts of the trustees kept by Mr. Calf, who would be glad to make the necessary explanation. You will find that the accounts of the trustees will balance with the mortgage.

Gould gave the sergeant-at-arms, Walsh, a note directing Calf to appear before the Commission with the books showing the issue of bonds. After quoting a great many figures showing the times and details of consolidation, Gould said: "I claim, if I were a creditor of the road like Government I would not have hesitated in granting an extension of time in paying the dividends, even though the road were paying dividends, unless the Government wanted to take the road and run it. If it did here was a chance for it." Mr. Littler here branched off from the subject of the investigation to ask, for his own information, Gould's opinion with reference to the Interstate Commerce bill. Gould said: "There is a great deal of good and some bad in it. I haven't asked the commission for any change yet. I should prefer to wait a year or two before giving a definite opinion."

In reply to Judge Dillon's question, Gould said that the acquisition of the Denver & South Park road was a political action on the part of the Union Pacific, and brought him no great personal profit. Kansas Pacific stock jumped up rapidly as it leaked out I was buying largely. I did it to protect my interest in the Union Pacific, and furnish a Southern outlet and not to affect the market. As soon as the Iowa roads pro-rated, we turned the traffic over the Southern road and made money for the Union Pacific. I made money by the transaction of course. I want to explain to the commission my motives in making these large purchases; I have nothing to conceal. At present I have no interest in the Union Pacific. While I was connected with it the company built several branch lines to act as feeders. No individual made any profit out of the building of these roads, the company building them at actual cash cost. As regards the Central Branch, Kansas Central, and St. Joe & Western roads, I am willing to take them off the Union Pacific's hands at the price it paid for them at the time of consolidation.

The Kansas Pacific was a more valuable property than the Union Pacific. It was not put into the consolidation at too high value. The securities of the government were increased by the consolidation, and I cannot conceive how the consolidation was in any way injurious to the government's interests. One management was needed, and the paralleling and consequent crippling of the Union Pacific was prevented. In reply to ex-Governor Pattison's question as to why he retired from the management of the Union Pacific Gould answered: "I made up my mind it would be better to have a large number interested in the road than to have people say Jay Gould owns it. I was also partially actuated by undesirability of having the government for partner. When the road was in the rut it could have made any sort of bargain with the government. When it had been converted into a paying property, thus increasing the government's security, government stepped in and attacked it. It is difficult to predict the future of the Union Pacific, but I think the Government will have to make large concessions of both principal and interest to the road when the bonds become due, because the road can never pay them. The work of building the road was a feat of expensive and dangerous job, and whereas Western lines are now being built for \$12,000 to \$13,000 a mile, this road paid as high as \$5 to \$10 each for ties, and \$300 per ton for iron rails. The Government has been sufficiently compensated for its loan to the Union Pacific by the benefit it has already received from the sale of lands, etc.

In my opinion, the Government should settle with the road on a fair basis; say by taking a bond for the principal sum, \$27,000,000, and cancel the claim for back interest. I would undertake to negotiate such a bond and secure its immediate cash payment. I say this as a man who has not a dollar's interest in the road. I never advanced money to pay Union Pacific dividends, though I did loan \$1,500,000 to pay back interest on Kansas Pacific bonds on condition of a change of rate of interest from 7 per cent to 6 per cent. In return for this money I received consolidated stock."

With the conclusion of Gould's testimony the taking of evidence in this case for the present closed. The Commission goes to Boston next Saturday night and will open investigation there Monday noon. Governor Ames and F. Gordon Dexter are among those to be examined there. The Commission will probably go to Omaha about July 1st.

### A BAD YOUNG MAN.

**MILWAUKEE, Wis., May 19.**—G. H. Maddison, whose wealthy parents live at Rochefort, Minn., has been the agent of the Lovell Manufacturing company, of this city, for the last few weeks. Irregularities were discovered, to-day, in his accounts, and the investigation following proved he is a defaulter to the tune of several hundred dollars. He has skipped, but his parents, in all probability, will make good the loss to the company.

### THE C. & Q. MEETING.

**CHICAGO, May 18.**—The annual meeting of the stockholders of the Chicago, Burlington & Quincy railroad company, was held in this city to-day. The old board of directors were elected for the ensuing year, and the action of the directors in regard to aiding in the construction of, and leasing and purchasing the following railroads and their branches, to-wit: Galesburg & Rio; Nebraska & Colorado; Omaha & North Platte; Grand Island & Wyoming Central; the Republican Valley & Wyoming; the Oxford & Kansas; the Chicago, Nebraska & Kansas; Republican Valley, Kansas & Southwestern; Beaver Valley & Eastern Colorado, was ratified by a unanimous vote of all stock representatives at the meeting.

### STRIKING AT UNIONISM.

**The Bold Plan Adopted by Representatives of the Various Building Trades.**  
**CHICAGO, May 19.**—A bold plan of campaign to settle the great building trades lockout by June 1, and strike a memorable blow at trades-unionism, was set on foot here this afternoon at a conference of delegates from every building interest in Chicago, with representatives present from the Illinois Architects Association, the Chicago Real Estate Board and kindred bodies, members of which have altogether probably 50,000 workmen. A resolution was unanimously adopted that from this time forth the signature to the following card of principles by the employe, be made the universal condition of employment by all the building interests of Chicago:

I recognize the right of every man to decide for himself, without dictation or interference, when he shall work or cease to work; where he shall work; for whom he shall work; how many hours he shall work; and for what wages he shall work. I recognize the absolute right of the employer to decide for himself without interference from any source, whom he shall employ or cease to employ; to regulate and manage his business with perfect independence and freedom, provided only that he deal lawfully, justly and honestly with all men. I recognize the right of every father to have his son taught, and of every son to learn any lawful trade, as on a plane with his right to the knowledge of reading and writing, or any other branch of learning, and should be subject to regulation only by the laws of the land. I hereby pledge myself in all my relations and intercourse with my employers and fellowworkmen to maintain and live up to these principles. There was no debate on the adoption of this measure and the action was enthusiastically and unanimously endorsed.

General discussion sprang up on the proposition that the same card of principles be presented for signature to every employer with the pledge thereto changed as follows: I hereby pledge myself to maintain and live up to these principles in the prosecution of my business, and to lend my aid to the full extent of my influence and power for their maintenance and protection amongst my fellow employes. I further pledge myself not to employ any workman except upon his signature of this card of principles.

When it was stated that the pledge meant the discharge of every workman who did not sign the required card, numerous objections were raised, especially by contracting plasterers, carpenters, and stone cutters who are getting along peacefully with their men and are expecting no trouble. All the objections were met with the reply that the card contains nothing not guaranteed by the constitution of the United States, and that the country had got tired of being shackled by labor unions. At length a tacit understanding was reached that the pledge should be voted upon by delegates individually, they then to go by their association and urge its ratification. The pledge was thereupon adopted unanimously. Necessary committees were appointed and an assessment of 20 cents per member made to meet expenses.

### A SENSATION IN COURT.

**PEORIA, Ill., May 19.**—The court room has been crowded for a week with spectators in the most celebrated divorce case ever on trial in this city. Alice Hornish against Charles Hornish for extreme cruelty, and Charles against Alice for criminal intimacy with W. H. Coleman, who is one of the prominent men of the city, a contractor doing a business of \$150,000 a year, and a very wealthy leading member of the Presbyterian church, of which Alice was the organist. The cruelty alleged by the wife consisted of gross abuse of marital privileges. Hornish alleges his wife conspired undue intimacy with Coleman. She swears this confession was extorted by force and is untrue. Many witnesses were examined. The jury brought in a verdict partly sustaining the wife in her allegations, which the judge refused to accept, and again brought a verdict that neither were guilty, and no divorce could be granted. Coleman brought suit against the evening Journal for \$10,000 damages, libel in publishing the alleged confession of Mrs. Hornish, but it is the opinion that he will not push the suit.

### PROCEEDINGS IN COMMONS.

**LONDON, May 18.**—The Commons, in committee, this afternoon, began the consideration of clause 2 of the Irish crimes bill. This clause proposes to extend summary jurisdiction to conspiracy, boycotting, resistance to eviction and offenses indicated in the Whiteboy acts. Maurice Healy (Parnellite) moved an amendment limiting the operation of the clause to offenses committed after the passing of the act. Rejected by a vote of 123 to 100. Healy (Parnellite) moved that before any person could be prosecuted under the provisions of the clause that an opinion of the attorney general upon sworn information must be first obtained.

Holmes, attorney general for Ireland, declared the adoption of such an amendment would render the clause incapable of being worked. The amendment was lost—219 to 145. Right Hon. George Shaw Lefevre (Liberal) moved the omission of the sub-section making punishable by the summary jurisdiction act, conspiring to induce any one not to fulfill legal obligations, or not to occupy lands, or not to deal with or work for any one, or induce any one to interfere with the administration of law. Holmes contended that the section applied only to criminal combinations. The debate was proceeding when W. H. Smith, the government leader moved to close, which carried—230 to 143. Lefevre's motion was rejected—223 to 143. Adjourned.

### A TRAIN ROBBERY.

**AUSTIN, Tex., May 19.**—The passenger train on the International & Great Western road was stopped last evening at McNeill station, a few miles north of here, by fifteen or twenty men. Some fifty shots were fired, and one man was slightly wounded in the hand. Another report says two men were killed. Fifty mounted and armed men are leaving here for McNeill. The party first captured the operator before the arrival of the train. As soon as the train drew in they boarded it, attacking the engineer and express messenger. The express car was robbed, but the amount taken was not ascertained. The mails were held up and a considerable amount taken.

### WILLIAM O'BRIEN MOBBED.

**The Orangemen of Toronto Hault the Champion of Ireland.**  
**TORONTO, May 18.**—The incursion of the O'Brien Irish agitation seems to have changed the whole face of Canadian politics, and, it is thought, will have an important bearing on the future of parties and policies in the Dominion. The Catholics, who spoke regretfully in regard to the Fenian invasion of twenty years ago, don't speak so now, and the Orangemen who talked in a determined manner about O'Brien's "invasion," say that if he attempted to speak here again he would probably pay the penalty with his life. Orangemen seem to feel that they have made a blunder, not in having attacked the speakers and disturbed the meeting, but in not having done so half well enough. As evidence that if Orangemen are not solid against him, O'Brien furnishes for publication to-day, with the remark, "Look at that, boys; the most powerful indictment that has yet been drawn up against Lansdowne and his rowdy defenders, and the most complete vindication of my action in this matter," a letter from an Orangeman, in which O'Brien is upheld and the action of

LANSDOWNE DENOUNCED.  
 At 8:30 o'clock President J. A. Milligan, of the local branch of the National League, called at the hotel and asked O'Brien to go out and have a walk. D. P. Cahill, Dennis Kilbride, evicted tenant, and J. N. Wall, special correspondent of the New York Tribune, were present, and suggested it would not be prudent to venture out, as darkness had fallen and a crowd of about 200 rowdies had gathered around the hotel hissing, hooting and groaning. O'Brien, however, persisted in going. The crowd grew in numbers and turbulence and surged up to the very spot where he stood. O'Brien and others were standing. They growled and hissed into O'Brien's face. Such cries as "away traitor!" "Down with the dynamite!" and "God save the queen!" A riot seemed imminent, as the Orangemen were armed with stout sticks, just as they were at the meeting in Queen's park. They came up to O'Brien as he strode along York street and

JUSTLED AGAINST HIM, making several attempts to strike him on the head with their sticks. He dodged the blows, however, and his friends rallied around him, but they were as one to fifty. Two policemen stood near, but made no effort to disperse the mob. As the party turned into Bay street Cahill had his hat knocked off by a stone. Now, the Orangemen began their real attack, for Bay street furnished good opportunity, being covered almost with broken bricks and cobblestones. O'Brien had on a tall hat, which furnished a good target. Wall was on his right and Kilbride and Mulligan were on his left. "Look out, O'Brien," shouted Wall, "stones are coming; it's Belfast over again." "Oh, it's all right," replied O'Brien, "it would be better for Lansdowne if they

LET US ALONE." As he spoke, a volley of bricks and cobble stones came flying from the Orangemen, missing the heads, but knocking the plastering off of the adjacent wall. Shouts of "To hell with the Pope," "Kill the traitor," and so on, rose high above the din. The O'Brien party were still on the sidewalk and the Orangemen thronging the streets. D. T. Kellog, the reporter of the New York Sun now rushed behind O'Brien and was about to warn him, when a stone struck O'Brien's hat and knocked it off. O'Brien stooped his head, and Wall, who was standing by his side, lifted his head to look in the direction whence the missiles came, when a huge stone struck him on the

SIDE OF THE HEAD and tumbled him heels over head. He was carried into a drug store, where his wounds were dressed. O'Brien attempted take refuge in Shay's laundry and failing in that rushed into a bicycle store adjoining. A volley of stones shattered the windows and the mob burst into the store yelling like demons, and showered missiles in the direction in which O'Brien was. Some ladies and old women screamed and fainted, while the mob tumbled pell mell over the machines, smashing them one against the other in savage fury, and amid cries of "kill traitors," "hang him," "Lansdowne forever," O'Brien, however, was safely led away by an officer and reached the hotel in safety. Cahill was knocked down and received two cuts, and more than a score of other persons were injured.

### HENRY GEORGE'S DENIAL.

**NEW YORK, May 19.**—The Commercial Advertiser this afternoon publishes the following: It is now stated on very good authority that Henry George's labor party has already begun to prepare for the fall campaign. District leaders, with their assistants, are making a house to house canvass of tenement districts, and are said to be largely recruiting their ranks from lukewarm Democrats. It has been intimated that the object of the whole affair is to swell the labor vote at the coming election, to such an extent that Henry George could then be in a position to make a profitable deal with James G. Blaine in the presidential election of 1888. Henry George was seen at the Standard office this morning. He said:

"You can authoritatively deny that there is any deal or agreement, either past, pending, or to be made in the future between Blaine and myself. I am opposed to Blaine. He represents all that I have been fighting against for years—monopoly and the worst of form of capitalist powers. I could not be consistent and have any dealings with Blaine."

"Will there be Labor presidential candidates in '88?"

"It is strongly probable that there will," answered George.

### GRAIN RATES.

**CHICAGO, May 18.**—The squabble between the Chicago east-bound lines over the question of rates on grain, took on a new phase to-day. At a meeting of officials held in the morning, the Lake Shore announced that if the Chicago & Atlantic did not return to the tariff, the Lake Shore would reduce the grain rate from Chicago to New York to 20 cents per hundred. This would pull down all local rates from Chicago to Buffalo, and the Chicago & Atlantic rather than cause such a procedure, agreed finally to compromise, which it did by consenting to an 11 cent rate on grain from Chicago to Akron, Cleveland and other Ohio points. This is one cent less than the old rate, and one cent more than the Chicago & Atlantic cut. The new rate will go into effect after the required ten days' notice.

### AN IMPORTANT LETTER.

**The Inter-State Present Some Points in the Law.**  
**WASHINGTON, May 18.**—Chairman Cooley, of the Inter-State Commerce commission, in a letter to J. A. Hanley, traffic manager of the Minnesota & Northwestern railway, who had asked suspension of the long and short haul clause, in application to certain points on his line, presents new and important points as to the duties and powers of the commission under the law, as follows:

It is obvious that the cases the law contemplates in which the commission is authorized to make orders for suspension, are exceptional cases. It does not state the grounds that shall warrant relief, but it plainly intends that relief in every case shall be granted, particularly that only where general reasons operate, the law shall be left its ordinary force. It is not intended to be applied in particular cases, and to particular roads and interests. It is also made plain by the act that any order for suspension was intended to be based upon investigation, and the commission is not to be satisfied with the mere assertions of the parties. The case should satisfy the commission. The case should be exceptional—fairly within the intent of the law. It is not to be assumed that Congress intended the general law, in its main features at least, to be a permanent law for the country. It must, therefore, have contemplated that considerable sacrifices would have to be submitted to by some parties and some interests while this general law is being established. For every obvious reason, it would be quite impossible to introduce considerable changes in a branch of the law which would ultimately be the commerce of the country without serious consequences to some private interests. If the law in its general operation were to prove generally equally unwise in every case, it would be, whatever for the simple, plain reason that there would then be no exceptional cases for it to act upon; therefore no cases would be referred by the act to its judgment. The commission must consider in each case what the effect of giving relief to one applicant would be upon other interests, and upon the knowledge of railroad matters, and you must perceive that in some sections of the country the granting one application may so affect the interests of other roads as to create a necessity for like relief to several more; the satisfaction of one claim benefiting other equally entitled roads, and the commission cannot consent deliberately to enter upon a highway where to all appearance there be no other roads within the limits of its jurisdiction. If the general suspension of the "long and short haul" clause of the statute is to be made by single comprehensive order, neither should the same be reached or approached by granting successive orders in individual cases. In these views the whole commission concurs.

Very respectfully yours,  
 T. M. COOLEY, Chairman.

### HITHER AND THITHER.

The foreign office authorizes the statement that the British government has made no demand for the release of the British vessels seized in Behring sea last summer, nor has it preferred any claim for damages upon the United States government.

Several thousand factory employes at Bolton, England, have decided to strike for an advance in wages.

A Cairo dispatch says the new convention between Great Britain and the porte stipulates that the period of British occupation of Egypt shall not be less than two nor more than five years.

Free-trade sentiment is growing in Germany. The "new liberals" are organizing an anti-tariff league, which will make active aggressive warfare upon the existing tariff system.

A submarine cable in the Bay of Sebastopol, whose existence has hitherto been unknown save to high military officials, has been cut in several places, and portions of it have been stolen.

Several large banking firms in Berlin and St. Petersburg have arranged for the conversion of outstanding Russian loans into new issues, with a view to improving Russian credit abroad.

Masked men broke into the house of James Porter, near Harrington, Delaware, Thursday night, and after a desperate struggle with Porter and his wife, secured over \$38,000 in cash and bonds, making their escape with a horse and carriage belonging to their victim.

The relations between Dr. McGlynn and the Vatican continue to be "strained." It is announced from Rome that the contumacious priest is to be formally excommunicated unless he withdraws his claims of infallibility and ecclesiastical authority" within forty days.

General Master Workman Powderly has issued a circular recommending that the Knights of Labor celebrate the Fourth of July with appropriate demonstrations wherever an assembly is in existence.

### A NOVEL EXPERIMENT.

**WASHINGTON, May 19.**—A decision will probably soon be rendered at the Treasury Department of equal interest to shippers, consumers and railroad companies. The Canadian Pacific railroad has been endeavoring to obtain from the Treasury Department permission to bond goods on a steamship line which runs from San Francisco to Port Moody, the western terminus of the Canadian Pacific railroad. It is understood that goods shipped in bond from San Francisco to Port Moody could then be placed within the United States over the Canadian Pacific railroad, and in effect permission of the Canadian Pacific company to transport merchandise from the Pacific coast to any desired point in the United States at such rates as the Canadian Pacific may fix, and make a through trans-continental line to be controlled by the Interstate Commerce act. Advantages of such a route to shippers, especially if the fourth section is to be put in effect as to trans-continental roads, will be best understood by shippers themselves. The Canadian Pacific road is confident that permission to bond this steamship line will be obtained in a few days.

### THE WAR AGAINST POWDERLY.

**CHICAGO, May 18.**—The local Knights of Labor, especially the socialistic element, are watching Powderly's western trip with much interest. The labor papers here have accounts of his Denver reception, differing materially from the press dispatches. They claim Powderly was badly worsted in his debate with Haskell, the Denver anarchist, and print the following regarding an interview with Powderly, in the Denver News, wherein he denounces anarchists, and exalts in the future of that element to gain a hold with the Knights of Labor: "I have heard Powderly express similar sentiments on numerous occasions," said J. K. Buchanan, editor of the Labor Enquirer, of Chicago, and one of Powderly's bitterest opponents. "I suppose he thinks it policy to deny his belief, but he got cornered in Denver and could not help himself. He is an old member of the socialistic labor party and used to show his red card." Powderly expected to pay his respects to the Chicago Knights of Labor on his return trip and a reception is probable. The local labor lodges are preparing a series of fifty questions for the master workman to answer.

### FLED WITH THE FUNDS.

**An Officer of the Clan Na Gael Said to Have Gone With \$40,000.**  
**NEW YORK, May 18.**—One of the most powerful Celtic organizations in this country, the Clan Na Gael, is said to be stranded by one of its prominent officials leaving for parts unknown with \$40,000 of available funds which it had gathered together for the cause of Ireland. It is alleged that the defaulter has been absent from his home over two weeks and no one knows where he is. The executive board of the order is doing its utmost to keep the matter quiet. The alleged defaulter is one of a number who obtained sufficient power to control the recent convention held in Pittsburgh and has been for a year or more continually suggesting drains upon the exchequer of subordinate clans. At the convention several of the clans withdrew from the order, claiming that there was no report ever rendered showing where all the money went. There are many camps in this country with a membership of several thousand and the rumor of one of the officers having absconded with \$40,000 will do much to cripple their usefulness and be the means of compelling them to reorganize under another name. It is said that the defaulter was lately in Kentucky and recently came here from the west.

### SHOT HIS WIFE, THEN HIMSELF.

**INDIANAPOLIS, IND., May 18.**—Morris Johnson, an employe of the Adams manufacturing company, returned here this afternoon and finding his wife in the rear of the house asked her to accompany him up stairs. She made some excuse for not going and he turned and left. In a few moments he went out in his bare feet. He leveled a revolver at his wife and fired, and the ball missed his aim. He then went back up stairs, placed the muzzle of the pistol to his head and fired, falling to the floor a corpse. Jealousy is the supposed cause of the attempted murder and suicide. Johnson was 40 years old and leaves four small children.

On Monday night E. R. Ellis, a prominent citizen of Coatsville and a member of the democratic central committee of Hendricks county, was brutally assaulted a few miles west of Danville by Steve Hampton, Jr., and beaten with a bludgeon in a scolding home. He is had been greatly interested in temperance matters for some time past, and at a local meeting expressed a very vigorous opinion on the subject of serving liquor under the disguise of medicine. One day he gave from the meeting, in company with his two daughters, while passing an alley by side of a drug store owned by a brother of Steve Hampton, the latter rushed out and knocked him down with a club. Several citizens hearing the screams of the two girls, ran to the spot and rescued Ellis from his assailant. So far as known the only thing held by Hampton against Ellis was his political views on temperance.

Richard Hance, a young man living at Kokomo, was shot and almost instantly killed to-night by an unknown man with whom he was seen conversing a few moments previous. The cause of the killing is not known, but the stranger escaped and has not yet been captured.

### THE POSTOFFICE DEPARTMENT.

Washington special: Postmaster-General Vilas is being congratulated on all sides by the magnificent showing he is making in the financial affairs of the postoffice department. The fact that the country is continually growing, of course, accounts for the necessity of increased expenditures from year to year. When the rate of postage was reduced one-third it was thought that the expenditures of the department would be greater than the receipts for the next ten years, but it now looks as if one of Gen. Vilas' greatest hopes will soon be realized in the wiping out altogether of the department's annual deficit and the service becoming at least self-supporting, if not a source of revenue. As an instance of how the annual increase has been sealed downward, the following figures are given:

In 1885 Gen. Vilas estimated the deficiency for 1887 to be \$7,500,000. In 1886, after a year's practical experience in the department, he fixed the estimate at \$6,000,000. Last week the general further revised his estimate of the deficit for this fiscal year, cutting it more than one-third. He now believes, he says, that the deficit of his department for this year will not exceed \$3,873,692, quite the smallest deficit of recent years.

### ILLINOIS LAWMAKERS CLINCH.

**Springfield (Ill.) dispatch:** An exciting encounter occurred in the senate this morning between Senators Gibbs and Crawford of Cook county, in which blows were passed. It was occasioned by the consideration of the Chicago drainage bill. The committee on drainage had reported back with recommendations of Senator Crawford's drainage bill, whereupon Senator Gibbs moved to substitute the house bill introduced by Mr. Crafts, and containing the same provisions. The author of the senate bill objected to Gibbs, and after some discussion Senator Gibbs withdrew his motion with the remark that Crawford had agreed to accept his motion. The latter repudiated this statement and said that the senator, referring to Gibbs, was seldom known to tell the truth. After the motion had been withdrawn and the senate had proceeded to other business the two senators engaged in a hot discussion, which finally resulted in an exchange of blows, after which they clinched. They were immediately separated, after which both offered an explanation, saying that they regretted that the action took place upon the floor of the senate, but otherwise held their action justifiable.

### THE CANADIAN FISHERIES.

Washington special: The reports of the refusal of the Canadian authorities to permit the fishing vessel, *Clan J. Friend* to land and purchase supplies, has created a good deal of comment here, and has more of the appearance of trouble than anything that has been reported from that section. The refusal, it was said, was based upon the treaty of 1818. The state department officials say promptly that they don't see how the authorities can possibly put such a construction upon this treaty. If the case turns out as represented and the authorities persist in this new construction of that old treaty there is good reason to believe that the president may exercise the discretionary power given him by the act of congress and retaliate by closing our ports to Canadian vessels. It is believed by some that this action is in some degree caused by the dissatisfaction expressed by the refusal of United States officials to permit Canadians to land in Maine for the purpose of repairing their nets. The developments will be watched with a good deal of anxiety here.

### AN ACTRESS KILLED.

**DENVER, May 19.**—The sleeper on the D. & R. G. Salt Lake express was derailed near Salida at 5 this morning. Grace Leslie, leading lady of Kate Castleton's troupe, was instantly killed. Dr. George Cox received a severe scalp wound, and the Pullman conductor, Aubrey, was hurt on the head and hips. The wounded have been taken to the company's hospital at Salida. Sleeper badly demolished.

### WORK OF THE FIRE FIEND.

**A Good Portion of a Michigan Town Wiped Out in Less Than Two Hours.**  
 Lake Linden (Mich.) dispatch: The fire here is now under control. The flames were first noticed issuing from the second story of Newman & Trelen's general merchandise store. Everything was as dry as tinder and despite the heroic efforts of the firemen and citizens, the spread of the flames was very rapid. In less than two hours after the first alarm the entire business portion of the town from the starting point of the fire to the public school house building was in ashes. Every saloon but one, and every store structure except that occupied by T. Weber & Co., as a meat market, was destroyed. The loss was a terrible one to Lake Linden, and competent judges place the pecuniary damage at \$1,500,000. The insurance is probably not less than \$750,000.

No lives were lost as far as known. The property of the Calumet & Hecla company escaped, without damage. Both Houghton and Hancock's fire companies responded nobly to the call for assistance and did great work. Nearly every family turned out. Great loss of household goods and surplus clothing is reported, the flames reaching out with such rapidity that householders realized their only safety was in instant flight. A fire originated in the upper story of Newman & Trelen's block, breaking out as the whistle blew 12 o'clock and in less than five minutes a dense volume of smoke was issuing from a hole about the middle of the roof. An explosion followed, blowing out the roof and entire front of the block and communicating the flames to the Tampico saloon across the street and in an incredibly short time the whole village seemed one mass of flames. A panic seized everyone. The fire department was fifteen minutes in reaching the fire after it broke out and the householders realized their only safety was in instant flight. A fire originated in the upper story of Newman & Trelen's block, breaking out as the whistle blew 12 o'clock and in less than five minutes a dense volume of smoke was issuing from a hole about the middle of the roof. An explosion followed, blowing out the roof and entire front of the block and communicating the flames to the Tampico saloon across the street and in an incredibly short time the whole village seemed one mass of flames. A panic seized everyone. The fire department was fifteen minutes in reaching the fire after it broke out and the householders realized their only safety was in instant flight. A fire originated in the upper story of Newman & Trelen's block, breaking out as the whistle blew 12 o'clock and in less than five minutes a dense volume of smoke was issuing from a hole about the middle of the roof. An explosion followed, blowing out the roof and entire front of the block and communicating the flames to the Tampico saloon across the street and in an incredibly short time the whole village seemed one mass of flames. A panic seized everyone. The fire department was fifteen minutes in reaching the fire after it broke out and the householders realized their only safety was in instant flight.

Hundreds of families are roofless to-night, without bedding or clothing, except what they have on. No stores are left to furnish supplies. The Hancock and Houghton merchants realized their only safety was in instant flight to the homeless people. Newman is in Europe and Trelease was in Calumet when the fire broke out and reached Lake Linden to see his block and store wholly enveloped in flames. Everything was as dry as tinder, from the long growth, and even solid brick blocks melted as they before the furious flames like snow. The flames swept clean to the shore of the lake, from the school house, half a mile, three or four blocks wide. The town is wiped out.

A rough estimate of the losses only is possible at this hour, the intense excitement making it hard to get at the figures. The losses on stores alone foot up to about \$500,000. William Harris, general store and residence, \$100,000; Newman & Trelen general store and building, \$65,000; Henne & Co., general store, \$50,000; N. Reding & Co., general store, \$40,000; Newman & Hart, \$30,000 and many other losses from \$10,000 down.

### GENERAL NEWS AND NOTES.

Wm. H. Macy, president of the New York Seamen's Savings Bank is dead.

Samuel Pesco, democrat, was elected United States senator from Florida.

Robert Lincoln will deliver the oration at the unveiling of the soldiers' monument at Kanakake on Memorial day.

Both branches of the Pennsylvania legislature adjourned sine die on the 19th, after passing a bill to regulate the employment of labor and abolish the system of black-listing employes, and the bill extending the public school term all over the state to six months.

A Union Pacific surveying outfit of sixteen men have reached the South park. They have camped between Hebron and Spicer. The probabilities are that they will make a survey into middle park via Muddy or Willow Creek pass. It is the general impression that the agitation of the Denver & Laramie City short line has caused this move.

The employes of the celebrated car-builders, the John Stephenson company, sent a committee to manager Stephenson to ask for an increase of wages ranging from 5 to 15 per cent on the different classes of pay now received. The answer was the discharge of the spokesman and the committee, whereupon 250 of the hands struck. Mr. Stephenson says the company cannot afford to pay more wages.

Rev. P. P. Ingalls, formerly one of the leading Methodist preachers of Iowa, died in White City, Kan., on the 19th. He occupied the principal pulpits of the state, and a few years ago became identified with the greenback movement and founded the Iowa Tribune a greenback organ, in Des Moines. He afterward returned to the ministry in Kansas. He was noted throughout the west for his eloquent and deep religious fervor.

The ministers and prominent church people of Washington have come to an understanding by which there is to be reform in the management of funerals. Unnecessary display, extravagance and ill sanitary precautions are to be remedied. The points at issue are numerous and varied. The clergy are disposed to regard modern funerals as partaking too much of the nature of an undertaker's advertisement, and to have lost its impressive and appropriate character and teaching.

A City of Mexico dispatch says it is stated in upper government circles that a plot on the part of the conservative party, which is as bold and ambitious as it is impracticable, has been discovered. A prominent member of congress in the confidence of President Diaz and several cabinet officers, stated there was no doubt Mexican conservatives have actually invited Don Carlos, the Spanish pretender, to visit this country for the purpose of entangling him in Mexican politics, and eventually making him the head of their party.

### THE NEW ARMORED SHIPS.

Washington special: In reply to an inquiry by a correspondent respecting the report of the board to examine plans and models for the new 6,000 ton steel armored ships, which was submitted some weeks ago, Secretary Whitney said that the matter is not yet in shape to be given to the public. Members of the board have been extremely reticent respecting the results of their deliberations, but enough has leaked out to justify the belief that the report is one of disagreement and that Secretary Whitney is in a quandary. It is understood that he has asked the board to withhold the report to await some suggestions from him. It is said that certain members of the board, including its president, Captain Ramsay, regard the English designs and models as superior to any of the others, while Shield Wilson, of New York, and Edward Burgess, of Boston, two civilian members, take a contrary view.