

MONDAY'S CONGRESS.

Minor Matters in the Senate—Two New Bridge Bills Introduced.

Open Executive Session Resolution Defeated—The House Discussing the Tariff.

Hatch, of Missouri, Favors a Broader Measure—Funston and Others Advocate Protection.

WASHINGTON, May 15.—When the Senate got to work yesterday Mr. Stewart offered a bill proposing an amendment to the Constitution of the United States so as to reduce from two-thirds to a majority the vote in each House overriding Presidential vetoes.

The House amendments to the Senate bill for a public building at Youngstown, O., were concurred in, and Mr. Hoar, from the Committee on Privileges and Elections, to which had been referred certain resolutions for a joint convention of the two Houses of the Indiana Legislature concerning the election of Mr. Turpie as United States Senator, made a report and asked to be discharged from the further consideration of the resolution and memorials, "thereby confirming the title of Mr. Turpie to his seat."

Mr. Vest, from the Committee on Commerce, reported bills authorizing the construction of a railroad bridge across the Missouri river at Parkville, Mo., and the construction of a railroad bridge across the Missouri river at Omaha. He also offered a resolution for the appointment of a select committee of five Senators to examine fully all questions touching the meat product of the United States, and especially as to the transportation of beef and cattle and their sale in the cattle markets, stock yards and cities; and whether there existed, or has existed, any combination of any kind by reason of which the prices paid to the producer without lessening the cost of meat to the consumer, the seasons during the process, at such times and places as it might determine, with power to send for persons and papers, to employ a stenographer and sergeant-at-arms, and report at the next session. He asked that the resolution be printed and laid on the table.

On motion of Mr. Farwell the Senate bill to authorize the Baltimore & Potomac Railroad Company to acquire and use real estate for railway purposes in the District of Columbia was taken up and debated until two p. m., when the Animal Industry bill was laid before the Senate as the unfinished business and then the President Officer, presumably under an order agreed upon in executive session last Thursday, ordered the galleries to be closed and the doors to be closed and the Senate proceeded to the consideration of executive business and when the doors were reopened adjourned.

The Senate spent three hours in secret legislative session discussing the Riddleberger resolution for open consideration of the Fisheries treaty and the Hoar resolution for a stenographic debate, to be made public at the option of the Senate. Both were defeated—the Democrats voting solidly against them and the Republicans dividing according to individual preference. The consideration of the Fisheries treaty was further postponed till next Monday.

Notes. When the House met yesterday Mr. Mills from the Committee on Rules reported, and the House adopted without discussion or division, a resolution providing that the general debate on the Tariff bill should close Saturday.

Under the call of States bills were introduced and referred by Mr. Lawler, of Illinois, authorizing the Secretary of the Treasury to cause such changes and improvements to be made in the public building at Chicago and to erect such additions as might be necessary to provide sufficient accommodations for the post-office, and by Mr. Smith, of Wisconsin, for the location and reservation of coal lands of the United States.

The House then went into Committee of the Whole on the Tariff bill and was addressed by Mr. Hatch, of Missouri. He said that he would be derelict in his duty to the people, faithless to his constituents and disloyal to the agricultural interests of the country, if he neglected to speak earnestly and plainly in what he considered a legislative crisis in the history of the country. He extolled the industry of agriculture as the most honorable occupation of men and he contended that that industry had borne more than its just share of the burden of Government and that a system of taxation could be devised to benefit one class of people that would not bear with harshness on some other class. The protective tariff had injured to the benefit of the manufacturers alone and the farmers and the consuming masses had no share in those benefits. A tax that enriched the manufacturer impoverished the farmers, and the claim made by the protectionists that the tariff duty did not increase the cost of an article he regarded as too ridiculous to discuss. He was opposed to the present system of protection, and he regretted that the pending bill preserved every single feature of that system. The measure was simply a proposition of modification and reduction. It did not touch the principle involved in the Morrill tariff act. He wished that there was a bill before the House based upon a principle of equality and fairness broader and deeper than was involved in the pending proposition. But the principles of protection were fastened on the country and all that could be hoped for to-day—and all that he sought to accomplish—was the reduction of the amount of taxation collected by the Government and put into the treasury. He read from a table giving the receipts and expenditures of the various nations of Europe, and he asserted that not one of them was strong enough to dare to do what the United States was doing to-day—collecting \$100,000,000 from taxation in excess of the needs of the Government for the benefit of a favored class. The protective system had been conceived in greed and avarice, and had been kept up by corruption and fraud. If the gentlemen on the opposite side would learn a lesson from the past legislative history of the country, they will not only accept the bill now, for if it were rejected the protectionists would give millions of dollars to get as moderate a reduction on taxes. If the Mills bill was not passed by this Congress, the voice of the people sweeping throughout the length and breadth of the land would place a member-ship in the Fifty-first Congress that would take the protective system and instead of reducing it as now proposed, would bring it down to a point when it would equal and exact justice to all the interests of the country. Reviewing the speeches of gentlemen from New England in reference to the great prosperity of that great section

under a protective tariff, he admitted the prosperity of these States, but denied that the farmers residing therein had had any share in the general prosperity. Gentlemen from the West were asked why that section did not diversify its interests and become rich like New England. The West did not wish to get rich in the same manner. Its moral plane was so high that it rejected with scorn and contempt the proposition that it should rob nine men in order to make one man rich. Gentlemen representing agricultural districts of the West who opposed this bill would find a storm of indignation among their constituents when they got home. He spoke for the farmer of Mississippi valley who declared that they were almost unanimous in favor of free wool and a reduction of manufactured woolen goods. He believed that there was a fair chance of the House passing the moderate and conservative measure now pending.

Mr. Funston, of Kansas, declared himself for American interests as against the balance of the world. He was a protectionist. He would protect the United States against foreign invasion, whether by an armed force to lay waste the land or by the products of pauper labor to destroy industries and take away from the American laboring man his employment. He maintained the proposition that the farmer wanted neither an English market nor English goods, and would hail with joy the day when he would have neither.

Mr. Stuble, of Iowa, said that among the things, some commendable, some despicable, done by the present Administration, at least three could not escape the condemnation of the people. The President had first attacked the silver dollar, then the greenback and then the protective system under which the Government had grown and prospered, and by reason of which it had attained financially, commercially and intellectually the proud distinction accorded it by the civilized world. The committee then rose.

On motion of Mr. Carey, of Wyoming, the Senate bill granting 640 acres of land on the Fort Sanders military reservation for a fish hatchery and other public purposes was taken up and passed.

MISSOURI REPUBLICANS.

Meeting of the State Convention—Committees Appointed.

SEDALIA, Mo., May 15.—Nearly all the delegates to the Republican State convention arrived last night, but all are here today. Interest is principally centered in the matter of the selection of delegates at large to the National convention. The candidates are: Colonel D. F. Dyer and Chauncey I. Filley, of St. Louis; Representative William Warner, of Kansas City; Judge A. F. Gray, of Franklin County; A. C. Widdemore, of Cooper County; J. B. Upton, of Polk County; F. M. Harrington, of Adair County; West Jacobs, of Chillicothe; Colonel A. C. Dawes, of St. Joseph; and Boyd Bonaparte, of Springfield. St. Louis is making every effort to secure two of the four delegates, and claims it is necessary to heal the Republican party there. The delegates say they will carry the city by 5,000 majority this fall if they get two of the delegates-at-large.

The prospects this morning are that no nominations for State officers will be made at this convention. The adherents of this policy seem to be largely in the majority. The delegations from St. Louis, Kansas City and other large cities of the State favor making nominations at some future date, while delegates from the rural districts are in favor of winding up the business to-day.

The State Central Committee held a meeting last night, and decided on the following officers for temporary organization of the convention: Chairman, H. W. Lamson, of Sedalia; secretary, F. W. Mott, of St. Louis; assistant secretary, C. S. Cryslar, of Kansas City; chaplain, J. J. Wilkins, of Sedalia; sergeant-at-arms, C. M. Marshall; door keeper, John B. Jaynes, of Sedalia.

The convention opened at noon with prayer by Rev. D. Wilkins, of the city. Mayor Crawford followed with an address of welcome. Henry W. Lamson was chosen temporary chairman unanimously. Mr. Lamson alluded in his address to several Republicans of National reputation and at the mention of each name there were loud cheers, but "Blaine" was the magic word. The delegates went wild and it was several minutes before the cheering and applause ceased.

The committee on credentials, resolutions and permanent organization and order of business, consisting of one delegate from each district on each committee, were appointed. The convention then adjourned until three o'clock to give these committees time to prepare reports.

PROHIBITION RALLY.

Enthusiastic Gathering at the Metropolitan Opera House, New York. New York, May 15.—Fully 5,000 Prohibitionists from this city and various parts of the country were present at the Prohibition rally at the Metropolitan Opera House last night. The mention of the name of ex-Governor St. John, of Kansas, was the signal for loud applause. Colonel Ritter, of Indianapolis, made the first speech and Rev. A. B. Leonard, at one time the Prohibition candidate for Governor of Ohio, said the leading question of the day was the liquor traffic and the way to settle it. Agitation was essential to ultimate success which would result in the disintegration of the two old parties. Rev. J. W. Hamilton, of Massachusetts, declared high license "one of the most fascinating fallacies of the day." C. F. Creighton, of Nebraska, compared the struggle against the liquor traffic with the struggle against slavery. Speeches by Prof. Dickens and by Rev. W. W. Satterlee, of Minnesota, concluded the meeting.

To Investigate Tariff Matters. WASHINGTON, May 15.—The Senate Committee on Finance this morning authorized the chairman to appoint a sub-committee to investigate tariff matters. The action of the committee is understood to look to a thorough inquiry into the subject of the tariff with a probability that if the House sends over a tariff bill the committee will hear testimony upon the interests to be affected and in the fullness of time will report a tariff bill to the Senate. The inquiries will, if authorized by the Senate, begin at once.

As Approved. WASHINGTON, May 15.—The President has approved the act granting right of way to the Kansas City & Pacific Railway Company through the Indian Territory; the act authorizing the Tennessee Midland railway to construct a bridge across the Tennessee river in Tennessee; the act authorizing the building of a railroad bridge at Little Rock, Ark.

Car Thieves Sentenced. OLATHE, Kan., May 15.—Judge Hindman yesterday morning sentenced Hugh McKinnis to six years imprisonment for burglary and grand larceny; Green Johnson six years for the same offense, and Bud Perkins three years for the same offense. They will be remembered as the parties who robbed Southern Kansas railway cars.

CLYDESDALE STALLIONS. Caledonian and John.

I have decided not to move them this year consequently they will be found on my farm, 6 miles south and west of Red Cloud, and one mile north of state line on Penny creek road.

PEDIGREE OF "CALEDONIAN" 1405. CALEDONIAN.—Chestnut Clydesdale stallion, strip on face and white on feet, foaled in 1877. Imported by Powell Brothers, Springboro, Crawford County, Pa., from Scotland, sired by "Prince of Wales" (674) by Clyde (458) by Sir Walter Scott (75) winner of first prize at the Highland Society's Show at Dumfries in 1860, also the premium at the International Show held at Battersden, he by Old Clyde, alias Clyde Boy (574) winner of prize at the Highland Society's Show at Aberdeen in 1858 and the premium at Haddington, same year, he by Scotsman (754) a very noted horse in his day. CALEDONIAN'S DAM.—Darling by Sir William Wallace (804) by Sanson, alias Logan Twin (741) by Lofly (455) winner of first prize and silver medal at Glasgow, he by Farmers Fancy (28) sired by Clyde (458) by Sir Walter Scott (75) winner of first prize at the Highland Society's Show at Dumfries in 1860, also the premium at the International Show held at Battersden, he by Old Clyde, alias Clyde Boy (574) winner of prize at the Highland Society's Show at Aberdeen in 1858 and the premium at Haddington, same year, he by Scotsman (754) a very noted horse in his day. CALEDONIAN'S GRAN DAM.—Bet by Lofthian Tam (596) winner of first prize at the Highland Society's Show at Glasgow in 1856 and the premium for him in 1856 and 1857, he by Clyde (458) by Sir Walter Scott (75) winner of first prize at the Highland Society's Show at Dumfries in 1860, also the premium at the International Show held at Battersden, he by Old Clyde, alias Clyde Boy (574) winner of prize at the Highland Society's Show at Aberdeen in 1858 and the premium at Haddington, same year, he by Scotsman (754) a very noted horse in his day. SIR WILLIAM WALLACE'S DAM, a prize winning mare at local shows. SAMSON alias Logan's Twin's dam Jess by Hilton Charles (381) by Clyde alias Prince of Wales (155) by Clyde alias Glanier the Raptured Horse (121) by Broomfield Champion (95) by Glanier 2nd (357) by Glanier 1st (326) by Glanier alias Thompson's Black Horse (325). HILTON CHARLES DAM—Jess by Clyde (458) by Sir Walter Scott (75) winner of first prize at the Highland Society's Show at Dumfries in 1860, also the premium at the International Show held at Battersden, he by Old Clyde, alias Clyde Boy (574) winner of prize at the Highland Society's Show at Aberdeen in 1858 and the premium at Haddington, same year, he by Scotsman (754) a very noted horse in his day. LOTHIAN TAM'S DAM—Jess by Britain (88) by Sovereign (811) winner of first prize at the Highland and Agricultural Society's Show in 1825, he by Farmers Fancy (28) winner of first prize at the Highland Society's Show at Glasgow in 1856 and the premium for him in 1856 and 1857, he by Clyde (458) by Sir Walter Scott (75) winner of first prize at the Highland Society's Show at Dumfries in 1860, also the premium at the International Show held at Battersden, he by Old Clyde, alias Clyde Boy (574) winner of prize at the Highland Society's Show at Aberdeen in 1858 and the premium at Haddington, same year, he by Scotsman (754) a very noted horse in his day. BRITAIN'S DAM—a Black Mare. PRINCE OF WALES DAM—Jess by Young Merry Tom (100) winner of second prize at the Highland Society's Show at Glasgow in 1857 he by Merry Tom (332) winner of first prize at the Highland Society's Show at Berwick-on-Tweed in 1864, first at the Royal Agricultural Society's Show at Carlisle in 1855, he by Merry Farmer (531) by Young Clyde (194) winner of the Highland Society's premium of \$100 at Sterling, he by Lofly (455) winner of many prizes in Lanarkshire and Clydesdale district and was never beaten but by his son, Young Clyde, he by Old Stitches (577) foaled about 1812 and was one of the noted founders of the Clydesdale breed. YOUNG MERRY TOM'S DAM—Maggie sired by Andrew Warnock. MERRY TOM'S DAM—Jean by Stitchee (831) by Old Stitchee (577) sired by Farmer's Dam—Diamond by Scotch Miracle (730) by Old Stitchee (577). YOUNG CLYDE'S DAM—Thompson's Alexander. YOUNG CLYDE'S GRAN DAM—Maggie, owned by Mr. Elder, Broomfield Champion's dam—Mr. Orr's famous Grey Mare. Glanier 2nd's dam—Brown Bess. Glanier 1st's dam—Darling. Mr. Frame's brown mare. Glanier alias Thompson's Black Horse's dam—The Lanphils mare.

PEDIGREE OF JOHN. John is out of a half Morgan and half Canadian mare that would weigh 1,100 and is one of Caledonian's colts. Is a bright bay, 5 years old the 25th of May, weighs 1,400 pounds, has good style and action, is kind and of the best disposition, is a good breeder as his colts will show.

TERMS.

Caledonian, (\$13) thirteen dollars to insure a living colt, due when colt sucks. John, (\$7) seven dollars to insure a living colt, two mares \$13 or four for \$24, due when colt sucks. I will give the following premiums for the best colt got by Caledonian, the season for two mares. For the second best, the season for one mare. To the third, a single leap. To the best colt got by John I will give the season for two mares. To the second best, the season for one mare and the third best a single leap. These horses are both sure foal getters and are not traveled all over the country to get a few mares, neither do they go round begging. Care will be taken to prevent accidents but will not be responsible should any occur. Parties breeding mares must return them to C. L. FUNCK, Owner and Keeper.

SUBMERGED.

Miles of Land Under Water Above St. Louis—Grave Apprehensions.

The Red River Doing Great Damage in Arkansas—A Number of People Drowned.

Diston's Saw Works Burned—Railroad Accidents—Oil Tanks on Fire—Other Mishaps.

ST. LOUIS, May 14.—Yesterday morning the levee south of Alexandria, Mo., broke in several places and vast volumes of water began pouring into the town. A spasmodic attempt was made to check the flow, but within a few minutes the laborers quit and accepted the inevitable. It required less than an hour's time to inundate the entire town, which is covered with water from two to six feet, submerging almost every foot of ground. At that point the Mississippi is fully seven miles wide, and within the range of vision one vast expanse of water greets the eye. The area of farming land in the Missouri bottoms that is submerged is estimated at 75,000 acres, and a continuance of the flood will result in an approximated loss to the farming community of that region of at least \$50,000. A high wind prevailed which caused the waves to wash the opening in the Warsaw levee, which affords protection to some 60,000 acres of fertile Illinois land. The report which reached the city that the levee had broken at a point four or five miles south of Warsaw could not be verified. At two o'clock yesterday the stage of water in the river at Keokuk, Iowa, indicated that it had reached the highest point attained during the flood of 1881, and since that hour the rise has continued. In that portion of the city where all the lumber business is transacted and the planing mills, saw mills, packing houses and railroad shops are located, business is entirely suspended and hundreds of men have been thrown out of employment. On this side of the river the tracks of all the railroads entering the city are under the water.

OIL TANKS IN FLAMES. OIL CITY, Pa., May 14.—An iron tank containing 15,000 barrels of oil two miles up Oil creek was struck by lightning yesterday and the oil boiled over, setting fire to another tank on the opposite side of the creek containing 34,000 barrels. The Keystone refinery, a short distance from the fire, is in some danger and wing dams are being built in the creek to protect property along the creek. The oil and tanks are owned by J. B. Smithman.

Later—The oil tank fire is now believed to be under control. The great overflow, watched for with so much terror, occurred shortly before twelve o'clock this morning. The tank vomited its flames and contents and huge islands of burning oil, some of them 100 feet in diameter, floated down the creek. The boom proved useless and the fierce mass of fire swept on, burning several dwellings, the Western New York & Pennsylvania railroad bridge, two miles below, and a large barrel factory. The loss is estimated at \$50,000.

DISTON'S WORKS BURNED. PHILADELPHIA, May 14.—The large brick building which contained the steel works and rolling mill of Diston's saw works at Trecoy was totally destroyed by fire yesterday morning. Although the fire department responded promptly the structure was in ruins within an hour, causing a loss of \$300,000, on which there is an insurance of \$100,000. The mill was the most complete of its kind in this country and the immense amount of machinery used was of the most approved kind. Hamilton Diston, the head of the firm, left the city a few hours before the fire for a pleasure trip on his yacht in Southern waters.

A TRAIN GOES OVER A TRESTLE. YUMA, Ariz., May 14.—The Southern Pacific westbound passenger train jumped the track near Gila Bend Saturday morning while passing over a new trestle, and an emigrant car, the smoking car, day coaches and one sleeper fell from the trestle to the ground, a distance of four or five feet, turning completely over. Mrs. Good, of England, an emigrant passenger, was instantly killed, leaving her husband and three small children, who were traveling with her. Two other passengers had legs broken and a number of others sustained slight injuries. The emigrant car was completely wrecked.

SCHOONER SUNK. MILWAUKEE, Wis., May 14.—The iron propeller Clarion ran into the schooner Monguagon in the harbor yesterday, and sank her in four minutes. The crew had barely time to escape with their lives. The sunken schooner carried a full cargo of coal. It is charged that the Clarion was racing and attained so much headway as to be unable to make the bend in entering the harbor.

STUCK BY A TRAIN. NEWARK, N. J., May 14.—A train on the Baltimore & Ohio railroad struck John Skinner and Thomas Johnson last night, instantly killing the latter and seriously injuring Skinner. The men were walking on the south track and stepped over on the north track to avoid a train coming in the other direction.

A LOCOMOTIVE BILER EXPLODES. CUMBERLAND, Md., May 14.—The boiler of an engine coming east on the Baltimore & Ohio railroad exploded yesterday morning when midway between Keyser and Cumberland, killing Engineer Woodruff of Martinsburg, W. Va., and his fireman, Miller, of Cumberland.

THROWN FROM HIS HORSE. HARRISBURG, Ky., May 14.—Robert Teater, twenty-one years old, living at Nevada, this county, was thrown from his horse this morning. The animal then kicked him in the head crushing his skull. He lived only a few minutes.

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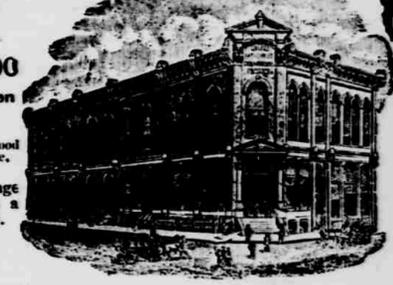
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