

TWELFTH YEAR.

THE STATE CAPITAL.

The Seventh and Eighth Ballots For Senator in Detail.

Mayor Boyd Secures a Large Majority of the Bourbons.

The Senate Still Wraugling About Postage Stamps and Newspapers.

General Outings of the Legislature.

Special Dispatch to The Bee. LINCOLN, Neb., January 22.—The joint convention assembled at 12 o'clock to-day and proceeded to take two ballots, which resulted as follows: First ballot, Slickle 22, Saunders 12, Savage 4, Millard 15, Manderson 7, Morton 5, Boyd 9, Brown 9, Crouse 2, Connor 4, Thayer 15, Livingston 2, Dorsey 2, Weaver 1, Doane 1, Murgar 3, Cowin 13.

THE SECOND BALLOT. Sticker 13, Saunders 13, Savage 2, Millard 16, Morrison 8, Morton 4, Boyd 19, Brown 5, Crouse 2, Connor 3, Thayer 16, Lake 2, Dorsey 2, Weaver 1, Mungar 1, Cowin 12, Barker 3, Draper 3, Holman 1, Michael 1. The committee then adjourned until to-morrow at 12 o'clock.

THE VOTE IN DETAIL.

Special Correspondence of The Bee. LINCOLN, January 22.—The joint convention for the election of United States senator met at noon and after the reading of the journal of Saturday took a ballot with the following result:

For Manderson—Bomgardner, Walker, Sowers, Cox, Hobbart, Walker, Humphrey—7. For Millard—Fisher, Harris, Schoenheit, Abel, Britton, Brown, Castle, Field, Gray, Morrison, Savage, Sessions, Stephenson, Suesenbach, Thomson, H. V. Jones, Palmer of Saline, Ranney, Sidelick, Steffels, Town, Turner, Werhan, Whitteck, Young—22.

For Sticker—Barker, Butler, Connor, Dech, Dye, Reynolds, Rich, Armitage, Berkley, Cook of Jefferson, Dodd, H. V. Jones, Palmer of Saline, Ranney, Sidelick, Steffels, Town, Turner, Werhan, Whitteck, Young—13.

For Thomas—Brown of Clay, Harrison, Howell, G. L. Cook of Nechalla, Fahlinger, Grimstead, Howard, Martin, Nettleton, Ranney, Russell, Spangole, Swearingen, Stever—15. For Cowin—Denman—9. For John—Kinsaid Norris, Babcock, Collins, Kincaid, Norris, Dawson, Gordon, Hall, Lee, Taylor, Wessenberg and Wolph—13.

For Connor—Hatch, Kinnery—2. For Connor—Ashby, Barton, Fisher, Ratcliffe—4. For Saunders—Brown of Lancaster, Heist, Bierbower, Colpetzer, Draper of Knox, Gow, Grimes, Homer, Johnson, Miller, Palmer of Dixon, Koche, Westcott—18.

For Savage—Brown of Colfax, Conkling, Clark of Colfax, Clark of Douglas—15. For Boyd—Caulfield, McShane, Frause, Harrington, McGavock, North, Schroeder, Watta, Deman—9.

For Brown—Lang, Thatch, Carnaby, Davenport, Frauburn, Graver, Hollman, Luby and Tuttle—9. For Doane—Brown of Douglas—1. For Weaver—Chapin—1. For Livingston—Draper of Cass—1. For Dorsey—Groat and Wori—2. For Mungar—Heinrich, Laird, Thomas—12.

For Lake—McAllister and Whelon—2. A second ballot was taken, which resulted as follows:

For J. H. Slickle—Barker, Butler, Connor, Dech, Dye, Rich, Reynolds, Armitage, Berkley, Cook of Jefferson, Dodd, H. V. Jones, Palmer of Saline, Ranney, Sidelick, Steffels, Town, Turner, Werhan, Whitteck and Young—19.

For J. H. Millard—Fisher, Harris, Schoenheit, Abel, Britton, Brown, Castle, Field, Gray, Morrison, Savage, Sessions, Stephenson, Suesenbach, Taylor, Thompson—16.

For Alvin Saunders—Brown of Lancaster, Heist, Bierbower, Colpetzer, Draper of Knox, Gow, Grimes, Homer, Johnson, Miller, Palmer of Dixon, Koche, McShane, Patterson, Sang, Taatch, Clark of Colfax, Draper of Cass, Frause, Freuburn, Graver, Harrington, Heinrich, Laird, McGavock, North, Schroeder, Watta—18.

For Manderson—Bomgardner, Sowers, Walker, Cox, Jensen, Hobbart, Walker, Humphrey—8. For Cowin—Dolan, Kincaid, Norris, Babcock, Collins, Kincaid, Norris, Dawson, G. W. Hall, Lee, Wessenberg, Wolph—12.

For Weaver—Conkling, Clark of Douglas—2. For Morton—Dunphy, Rogers, Payne, Hoebel—4.

For Traster—Fisher, Brown of Clay, Harrison, Howell, Cole, Cook of Nechalla, Fahlinger, Grimstead, Howard, Martin, Nettleton, Ranney, Russell, Spangole, Swearingen, Stever—15. For Connor—Ashby, Barton, Ratcliffe—3.

For Weaver—Chapin—1. For Brown—Davenport, Hollman, Tuttle, Luby, Carnaby—5. For Michael—Denman—1. For Dorsey—Grant, Wori—2. For Lake—McAllister, Whelon—2. For Draper—Neville, Tower—2. For Barker—Palmer of Saline, Ranney, Sidelick—3.

For Mungar—Thomas—1. Absent, Charlton on last ballot. The joint convention then adjourned till Tuesday at noon.

THE LEGISLATURE.

Special Correspondence of The Bee. SENATE—MORNING SESSION. LINCOLN, January 22.—After the journal was read Butler asked if the railroad committee was ready to report on bill No. 8. McShane said he understood the bill was before the senate, as he did not find it with the bills still in the hands of the committee.

Barker explained that he had given it to the clerk for the purpose of having it printed.

The clerk acknowledged receiving the bill on the 19th and sending it to the printer on the evening of that day. Butler claimed that it ought to have

been on the desks of the senate before no. Then commenced a series of comments upon the trouble and delay connected with the printing during the session.

The committee on judiciary reported back a number of bills with various recommendations, evincing industry on the part of the committee. These bills will be described at length when they come up for their third reading. The president appointed Dech, Dolan and Canfield a committee to investigate the complaints made by the people of Saunders county against the railroad bridges crossing the Platte river in that county.

Butler rose to a question of privilege, and referred to an article in The Democrat, charging him with wishing to throw the printing into the hands of The Journal company. Butler accused that had complained of the delay in printing on various occasions, but did not know at that time but what it was being done as in times past by The Journal company.

On Saturday Hathaway, of The Journal company had called him (Butler) to the bar and had advised him to be patient, since if the present contractors failed to do the work, he did not know if any other party in the city who would take it at the price paid. Certainly The State Journal could not and would not do it. Butler assumed that this explanation would lead to a correction on the part of The Democrat, as the proprietors were regarded as honorable men.

A bill to authorize the building of a railway bridge across the Missouri river at Brownville, Neb., was referred to the committee on highway and bridges.

The bill by Brown, of Lancaster, to dedicate lot 6, in city of Lincoln, to the Mount Zion colored Baptist church, and to deed the same provided the church availed itself of the advantage within twelve months, was read a second time.

Senate file No. 23, a bill to define the liability of railroads for accidents and injuries to their employes, was read a third time and agreed to. Aye 26, nays 3. The three nays were Caulfield, Case and Harris.

A resolution was adopted that a list of members not wishing to take the papers, voted to each member by the senate, should be furnished the secretary of state in order that proper statements might be made by him with the newspaper men. A discussion then arose on the old question of having the above privileges extended to officers of the senate, such as clerks, pages, etc. The matter was voted down. Ayes 14, nays 17.

Ohio Weather.

CLEVELAND, January 22.—The thermometer at fifty-five degrees in thirty-six hours. This morning it stood three below zero, and promising to fall still lower. A furious gale prevailed last night.

Not Very Cold.

CINCINNATI, January 22.—The cold weather is not so intense as was expected. The thermometer is now 16 above zero.

Wisconsin Weather.

MILWAUKEE, January 21.—A snow storm was prevailing all day yesterday and changes to a regular blizzard today. This morning the thermometer was 24 degrees below zero, decreasing to 11 below during the day and standing at 10 to-night. The advice from the state is to the effect that a terrible cold prevails all through the northern and western region, the thermometer being 39 below zero this evening at Wausau, 30 at Appleton, 28 at Stevens Point, 35 at Peowaukee, 24 at Portage, 22 at Siles, 23 at Green Bay, 25 Cadarague.

Trish in the Milwaukee, Lake Shore and Western central and the St. Paul northern and western divisions is suspended on account of snow drifts. The Lake Shore and Northern western work four snow plows with little avail.

A fire yesterday destroyed the Green Bay, Winona and St. Paul depot at Grand Rapids, burning all the books and papers and a small amount of freight. The loss is \$10,000. A fire is raging at Fon Du Lac this evening. It broke out in Cooper & Son's boot and shoe store. The entire block will be destroyed. The Sentinel's special says: The damage to Cooper & Son's stock at Fon Du Lac amounted to \$4,000; insurance, \$2,500. The building is damaged to the extent of \$2,500. Other losses \$200.

Intensely Intense Weather.

CHICAGO, January 22.—The intense cold which has prevailed since Saturday morning still continues. At 8 o'clock this morning the thermometer was 23 below zero. The only persons on the streets are those who are compelled to be, and among these are many cases of severe frost bites, frozen ears, noses, etc. The wind has packed the snow in solid drifts, which impede the railroads. Trains on most of the roads come in behind time, and two locomotives being necessary to each. The cold wave seems to be moving east, and the temperature is rising at points where it has passed.

The Cold in Kansas.

KANSAS CITY, January 22.—The force of the cold has passed and the temperature to-day has moderated very materially, being 10 above zero here at 1 p. m. Dispatches from several points in Kansas state the weather clear and warmer. The lowest temperature reported is from Salina, 10 below zero.

Polk's Bond.

NASHVILLE, Tenn., January 22.—Judge Quarles, of the criminal court, has fixed ex-Treasurer Polk's appearance bond at \$100,000.

The Contest in Colorado.

DENVER, January 22.—The senatorial contest is still undecided. However, it is the general impression that Bowen will receive the nomination. The following is the last ballot: Pitkin, 17; Tabor, 16; Hamill, 10; Bowen, 20.

THE NATIONAL CAPITAL.

"The Great Objector" Directs a Pointed Conundrum to Secretary Teller.

The Superabundance of Legal Decisions in Land Cases Inquired Into.

The Results of the Money Making Machinery of the Government in 30 Years.

Progress of the Work of Tariff Revision in the Senate.

White Begins Active Work on the New Navy.

CAPITAL NOTES.

Special Dispatch to The Bee.

THE COURT OF CLAIMS.

WASHINGTON, January 22.—The court of claims to-day rendered a decision in the case of Commander Jas. D. Graham, of the navy, to the effect that naval officers, while traveling in foreign countries under orders, are entitled to mileage the same as when traveling under orders in the United States. Judgment given for \$45,340 in favor of claimant. The court overruled the motion of the government for a new trial of the case of Timothy Ford & Co.

HOLLMAN'S RESOLUTION.

In the house to-day calls upon the secretary of the interior to inform the house how much land has been patented by railway companies under the opinion of the attorney general, in conflict with the decisions of the supreme court concerning the so-called indemnity grants, and calls on the secretary to inform the house which of it he is now acting under—the decisions of the supreme court or the decisions of the attorney general.

THE AGITATION OF THE TARIFF QUESTION.

In congress is bringing many petitions from manufacturers and laborers protesting against a reduction of duties and asking an increase of tariff on specific articles.

RAISING MONEY.

The coinage of subsidiary silver coin since 1853, and the amount outstanding December 31, 1882, is as follows: From 1853 to November 30, 1882, coined, \$107,825,297; in treasury, \$26,544,544; outstanding, \$81,280,753. Since the passage of the coinage act in 1873 there were coined \$47,808,727; in the treasury, \$26,544,544; outstanding, \$21,264,183. Since the passage of the resumption act in 1875 there has been in the treasury, \$26,544,544; outstanding, \$16,454,857; since the passage of the joint resolution in 1876 there has been coined \$27,036,521 in the treasury, \$16,544,544; outstanding, \$10,491,977.

The National Republican will contain an interview with General Grant on the subject of the reciprocity treaty between the United States and Mexico, and political and commercial relations of the two countries. The treaty proposes free entry into Mexico of articles of 75 heads. He laid special stress on the articles of machinery, agricultural implements, railway materials and vehicles, the manufacture of which in this country or in Mexico would give employment to thousands of people and open up to enterprising Americans these mines of untold wealth and plantations of vast extent.

CONGRESSIONAL.

Special Dispatch to The Bee.

SENATE PROCEEDINGS.

WASHINGTON, January 22.—In the senate Bayard presented a petition for a law to prevent railway discriminations.

Cameron, of Pennsylvania, presented a large number of petitions from iron workers in different places in Pennsylvania against the reduction of the duties on any foreign manufactured goods below the rates recommended by the tariff commission.

Logan, of the judiciary committee, reported favorably on a bill for the regulation of telegraph and cable companies.

Senator Platte introduced a bill authorizing the extension of the free delivery system.

Sonator Plumb, from the public lands, reported the original bill to prevent the unlawful occupation of public lands.

Senator Morrill called up his resolution providing for night sessions, beginning this evening. His object being to ascertain whether an earnest effort was to be made to pass the tariff bill this session.

A debate arose which continued till the expiration of the morning hour, when the regular order was called for and the tariff bill taken up.

The pending question was a motion by Senator Van Wyck to put all articles in the wood and woodenware schedules on the free list, which he modifies so as to levy a duty of 30 per cent on house or cabinet furniture.

Senator Conger continued his remarks in opposition to the motion, and expressed the opinion that the lumber supply of the United States was large enough to last fifty years.

Senator Kellogg offered an amendment to the sugar tariff (which was amended) making the duty on all sugars 2 1/2-100 cents per pound, on molasses tested not above 56 1/2 by the polariscope 5 cents per gallon, and on molasses tested above 56 1/2 10 cents per gallon. He offered this now, as he said, for the information of the senate and of the committee on finance, and to warn the south against the influence and arguments of refiners. This amendment was in the interest of free agricultural labor, and it would, of course, excite the opposition of the large and active lobby in the interest of refiners.

After discussion on a number of resolutions bearing on the reduction

of the tariff on lumber, Senator Cochrill offered a resolution providing for taking up the tariff bill each day after the regular morning business, and considering it until as late as 6 o'clock. The resolution was laid over until to-morrow.

Senator Morrill stated the metals schedule would probably be considered to-morrow. Adjourned.

HOUSE PROCEEDINGS.

WASHINGTON, January 21.—In the house, immediately after reading of the journal, Hiseock called for the regular order and refused to yield to several republican members who desired to ask the unanimous consent reminding them that there had been a caucus Friday afternoon. Under the call of states a number of bills were introduced and referred.

Among them one by Rosecrans's employment of journalists, to procure copyrights and receive protection after their articles had been published. By Wiletts (Mich.)—For the further suppression of bigamy and polygamy. A joint resolution was passed appropriating \$20,000 to continue the work of the census bureau.

The bill was passed to repeal the license tax on commercial travelers in the District of Columbia.

The house then went into a committee of the whole on the naval appropriation bill.

Mr. Boutwell, of (Ga.), in a speech, opposed the clause for selection of officers to be promoted to the grade of rear admiral by the board itself selected by the secretary of the navy. He had seen the electoral commission divided by party lines; he had seen the first assistant postmaster general choosing not the best men, but rapacious, to fill positions; he had seen the president permitting the extortion of contributions from the hard earnings of the navy for government purposes, and the secretary of the navy might be influenced in the promotion by the political complexion of the applicants. This provision would drag down the personnel of the navy into wire politics, and he was in favor of placing officers of the army and navy beyond the reach of any political influence.

The bill was read by sections for amendments. Mr. Knott offered an amendment changing the title of the grade of midshipmen to that of ensign, and providing that midshipmen now in the list shall constitute the junior grade of ensigns. Adopted. Also an amendment changing the title of the grade of master to that of lieutenant and providing that masters now on the list shall constitute the junior lieutenants. Adopted.

Mr. Thomas (Ill.) offered an amendment providing that chiefs of bureau shall receive no additional rank or pay above their regular rank or relative rank in line or staff of the navy. Agreed to—yeas 89, nays 49.

During further discussion and without completing the consideration of the first paragraph of the bill, the committee rose and house adjourned.

The Silence of the Silence.

WASHINGTON, January 22.—James F. Brown and John W. G. Brown, testified in the star route trial relative to the route from Cannon City to Fort McDowell, Oregon. During Carey's examination, a letter from Miner to witness was read, wherein he is directed to purchase the silence of persons in Oregon, who had been sending to the department protests against the continuance of the increased service.

Revising the Statutes. Special Dispatch to The Bee. WASHINGTON, January 22.—The president has approved the agricultural appropriation bill, the act amending sections 1,926 and 1,927 of the revised statutes, so as to extend the limits of the jurisdiction of justices of the peace in territories of Washington, Idaho and Montana.

The Logan bill reported to the senate with a favorable recommendation to day requires telegraph companies to receive dispatches from any person or from any line and transmit the same without favor or prejudice.

THE NEW HALL CALAMITY.

A Few More Fragments From the Ruins. Special Dispatch to The Bee. MILWAUKEE, January 22.—The action of Gen. Sharpe, governor of the Soldiers' Home, for not complying with the request for aid at the Newhall house disaster, in refusing to send a steamer, is to be made a matter of official investigation. Congressman Deuster took the necessary steps and is taken to Brooklyn to-morrow.

Mrs. Sylvester Bleeker, wife of the manager of the Tom Thumb company, died from injuries sustained in the Newhall disaster. She had tried to escape on a rope from off the bed clothing, but lost her hold, dislocating her left shoulder, breaking her left arm, dislocating her left hip and fracturing her right leg and sustaining serious cuts all over the body. She was 56 years of age and married in 1842. The remains will be taken to Brooklyn to-morrow. John Gilbert, the actor, is improving slowly. He is able to sit in bed, but his mind has not yet recovered, and he asks continually how he came to be bruised. He is under the impression his wife is in Louisville visiting her sister.

The Chinese Regulation.

WASHINGTON, January 21.—The new Chinese regulation will be promulgated in a circular from the treasury in a day or two.

The Trainmen to Blame.

TERACEPEPE, Cal., January 22.—The coroner's jury found a verdict in the train disaster case, that the victims came to their death by the neglect of Conductor Read and brakeman Potter. The verdict is not yet approved by the coroner. The bodies are identified as those of Thomas Keegan and Ferdinand Gromfort, discharged soldiers of company H, Sixth cavalry.

THE CRUSHED STEAMER.

Additional Details of the Collision and Sinking of the Cimbric.

The Terrible Struggles of the Drowning Hundreds Described by Survivors.

The Officers and Crew of the Sultan Arrested and Jailed.

The Steamer Seized by the Government and an Investigation Ordered.

Special Dispatch to The Bee.

LOST ON THE STEAMER.

NEW YORK, January 22.—During the day many people called at the office of the Hamburg-American steamship line in this city, making inquiries concerning those on board of the ill-fated steamer Cimbric. All the dispatches but one came through the Associated Press. It was learned in this city that among the lost passengers were three singers, two brothers and a sister named Schubert, who were under engagement with Koster and Biolk.

THE CONDUCT OF THE SULTAN.

J. F. Meyer, agent of the Hamburg-American line, says he could not understand why the Sultan did not pick up some of the boats of the Cimbric. He thought it very strange conduct on her part to leave them to perish. He feared a great many lives were lost, for after being struck as she was the vessel would not have floated more than fifteen or twenty minutes. The central compartments of the vessel, where the engine and coal bunkers are situated, are very large and are necessarily connected by passage ways. In the event of such an accident as a collision there would be no time to close the compartments, and the weight of water would sink the vessel at once. Meyer said it was probably fear of the passengers, who were Americans and returning tourists, who generally ship at Havro. Meyer said last evening that later dispatches from Hamburg made him feel that not more persons were saved than those already heard from. He thought it probable, from the dispatches, that not more than two boats got away from the Cimbric. The large proportion of sailors who were saved he thought was due to their better knowledge of swimming and holding on to any floating piece of wreckage. He was confident that many more lives would have been saved if the vessel had remained on an even keel. The Sultan reported when she arrived that she had been in collision with a steamer, probably the Cimbric. "If," he said, "the captain of the Sultan had known she had been in collision with the Cimbric he must have known that hundreds of lives were in peril. He knew she was an emigrant vessel and why did he not stop and see how badly she was injured?"

Out of 23 cabin passengers 7 were saved. They were only a flight of stairs from the deck and had a better chance of escape than the steerage passengers, who were two flights down. Three women were saved, Miss Attendorf of the cabin, Miss Sauter, George, August and Katenka Rommer who were in the second cabin and are among the missing, were well known through Germany as the "Soubhan Nightingales." They sang South German songs. They were billed to appear at Biala and Koster next week. Koster engaged them three weeks ago. He showed their photographs to many sympathetic friends last evening, and George Rommer was 26 years of age. He and his sisters were in Biberach, Wurtemberg. He thinks he was 19 years of age, and very pretty, sang before the emperors of Germany and Austria when she was seven years of age. Augusta was 21. Her brother played a zither accompaniment to his sister's singing.

The cargo of the Cimbric consisted of miscellaneous foreign merchandise, and was very valuable. The vessel was insured partly by the insurance fund line and partly in the insurance companies. Inquiries were made at the docks in Hoboken by people who expected friends on the Cimbric. The Riggs, of the line, was at the dock preparing to sail next Thursday. One of her officers said there was a strong possibility that some of the boats of the Cimbric had been picked up by sailing vessels and taken to channel ports, where they will soon be heard from. The place of collision was in the ocean highway and much frequented by all kinds of vessels. The chief officer of the Cimbric, F. Karlson, he said, was a single man, 32 years of age, and was the second, third and fourth officers had been saved. A sailor of the Riggs said the Cimbric had been one of the staunchest vessels on the line. She had four quartermasters—Plat, Wolfen, Lunde and Henry Barnstein, of whom all but Barnstein were reported saved. He was a native of Prussia and has a family. The Cimbric had eight boats, four large ones and four smaller ones. These could not possibly accommodate 477 people aboard even if they had ample time to embark.

One was a young girl, who was on her way to join her parents in America, with her aunt, who was drowned before her eyes. Another girl saved herself by holding fast to the edge of the boat. She could only be dragged into it after an hour and a half's immersion. Up to the last moment the survivors endeavored to rescue all they could, but as silence came on they found no more alive, but only met occasionally with the bodies of the drowned. Of the eight boats of the Cimbric only four could be lowered. In answer to telegraphed inquiries at

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sing are 363, passengers known to be saved are 32.

The crew missing are 71; crew known to be safe are 21. The missing all told are 434. So far as is known 53 are safe. This is as far as the lists go and makes the whole number on board 487 instead of 477. The slight discrepancy with the figures given in the press dispatches leads to the hope that more names of the saved may yet be received.

THE SINGERS SUNK.

NEW YORK, January 22.—The agents of the steamer Cimbric has received the following dispatch this morning from Hamburg agents: HAMBURG, January 22.—Our steamer HANSE has returned from