

THIRTEENTH YEAR.

RAILROAD RATTLE.

The Government's Summer Junketing Party... Tell All About the Union Pacific, Which Seems to Them Altogether Lovely... The Farmers of the Northwest Moving for Justice... Arranging Tariff and Freight Rates Generally... Arguing Against the Inter-State Commerce Bill.

RAILROAD RATES.

THE UNION PACIFIC. NEW YORK, January 24.—The annual report of the government directors of the Union Pacific railway was transmitted yesterday to the secretary of the interior. Referring to the fact that the management has heretofore been reluctant to furnish information regarding the conduct of its affairs, the directors state they found no such unwillingness the past year. Except in a single instance, that of the character of what is known as the "tripartite alliance" was any attempt at secrecy shown. The directors declare that this was by far the most important transaction of the year. The competition on through traffic to which the company has been subject by rival roads which practically paralleled the main line of the Union Pacific from Omaha to Ogden, cutting rates to ruinous figures between these points while dividing under a pooling arrangement with the Iowa roads, the profitable traffic between Omaha and Chicago forced the Union Pacific to enter into an alliance, offensive and defensive, with such other roads as would practically extend its lines to Chicago and give it a fighting chance against its rivals. The directors first voted to not ratify the contract until the terms were made known. The terms of the tripartite alliance were generally stated December 5th, 1883, by which the roads mutually agreed to share through traffic on a basis of fixed percentages. The directors voted to ratify, December 20, being advised that it in no way conflicted with the charter of the company, and the general manager was instructed to take all proper measures to induce all roads converging at Omaha to come into the agreement upon the same or similar terms, as the first two roads named. The directors, up to date of their report, had not been advised of the action of other roads, but expressed a hope that an agreement would be reached between all western roads, to prevent cutting rates and general denationalization of values.

The funded debt of the company, after deducting bonds already in sinking fund, June 30, 1883, was \$82,508,064, and June 30, 1883, \$83,947,980 showing an increase of \$1,439,916. The investment account shows the amount of stocks, bonds and other securities held as investments, \$59,933,480 face value, from which the company derived an income during the year of \$2,171,963, and from other investments, \$1,234,491. The total receipts in 1883 were \$10,522,815, and the total disbursements \$8,281,726. The floating debt statements show a total debt under the United States commission's view, June 30, 1882, \$10,754,892; and June 30, 1883, \$6,190,249; under the company's view, June 30, 1882, was \$13,236,388; in 1883, was \$8,844,491. The total receipts in 1883 were \$10,522,815, and the total disbursements \$8,281,726. The floating debt statements show a total debt under the United States commission's view, June 30, 1882, \$10,754,892; and June 30, 1883, \$6,190,249; under the company's view, June 30, 1882, was \$13,236,388; in 1883, was \$8,844,491. The total receipts in 1883 were \$10,522,815, and the total disbursements \$8,281,726.

CHICAGO, January 24.—The general passenger agents of the Kansas City lines met today to consider the subject of forming a new agreement covering passenger traffic from Kansas City to the old route, which is rendered voidable by the recent withdrawal of the Burlington line, Alton and Rock Island lines. It was suggested that a renewal of what practically amounted to the old be made, but the Burlington refused to consider the proposition. The Burlington insists that a new clause be added that no out of any description in the passenger rate from Kansas City can be made without the consent of every line signing the agreement. Before closing the agreement covering rates from Kansas City the Burlington also demands that a similar agreement be entered into covering rates from Chicago to Kansas City. Pending discussion of these propositions the conference adjourned until 2 o'clock to-morrow.

IT TROUBLES THEM. WASHINGTON, January 24.—J. P. Green, vice president of the Pennsylvania railway, made an argument before the house committee on commerce against the bill regulating interstate commerce. He objected to any laws restraining railroad pooling business. Albert Fink appears to-morrow. D. W. Sellers, of the Philadelphia, Wilmington & Baltimore company, took the broad ground that there was no power in congress to regulate railroad interstate commerce in the sense proposed by the bill before the committee. He asserted that no such thing as interstate commerce between states by railroad existed in a constitutional sense of the word. He argued that roads are chartered by states, are under state control and have their rates regulated by states, and that only through agreements between railroad companies operating at state lines that interstate commerce is now carried on.

CHICAGO, January 24.—The western railway managers were in session to-day over the matter of forming a pool covering the trans-Missouri business. The day was spent in a general discussion of tonnage and rates. As a result of this discussion and to-day's conference the joint committee agreed upon was appointed, in which the entire matter of pooling competitive business is placed. The committee consists of Thos. L. Kimball, assistant general manager of the Union Pacific; R. R. Cable, general manager of the Rock Island, and T. J. Potter, general manager of the Burlington & Quincy. It was agreed that this committee should proceed at once to the consideration of competitive business between Omaha and Nebraska points. If the committee arrive at an agreement on this vital question it is then directed to consider other questions of minor importance. At a late hour this evening the conference adjourned until 2 o'clock to-morrow afternoon to hear the report of the joint sub-committees.

AFTER THE SCALES. ANNAPOLIS, Md., January 24.—A bill was introduced in the house of delegates to-day looking to breaking up railroad ticket selling by scalpers. It provides that any party other than regular agents must hold a certificate from the transportation company by which the ticket is issued before offering it for sale. The penalty is by fine of \$500 and one year's imprisonment.

THE NATIONAL CAPITAL.

What Our Congress Found to Do Yesterday... Trying to Keep "Budge" Out of Alaska... A Question of Veracity Raised by Keifer... Can it be That Mr. Keifer Will Lie? Fred Douglas Changes Color in His Old Age... The Statement Mr. Tyson Makes Regarding His Resignation... FROM WASHINGTON.

WASHINGTON, January 24.—The senate financial committee had several meetings to-day to consider banking bills. This morning Senator Sherman's bill was taken up and the substitute offered by Senator Aldrich authorizing the issue of currency equal in amount to the par value of all bonds except 4 per cents deposited as security for circulation and upon the 4 per cent the banks to receive at the rate of \$110 currency for \$100 in bonds, the arrangement to continue until January 1, 1890, and thereafter the amount to decrease one dollar each year until it reached the par value of the bonds. Some question having arisen in regard to the effect of the two measures, it was determined to ask the opinions of Comptroller Knox. Mr. Knox went before the committee this afternoon and expressed the opinion that there was little to choose between the measures as to the ultimate effect. He expressed a preference for the substitute as being more easily understood than the original bill. The question of substitution was decided affirmatively 5 to 3. Senator McPherson's bill was then offered as a substitute for Mr. Aldrich's proposition. It provides for the issue of circulating notes equal in amount to the par value of bonds of all kinds deposited in security for circulation. The vote on this question resulted in a tie. Senator Beck was not present. Adjourned without final action.

CANALS AND BANKRUPTCY. At the session of the national board of trade the feasibility of enlarging the Illinois and Michigan canal by the construction of the Hennepin canal was discussed. It was the general sense of the convention that congress should further these works. At the afternoon session the board considered a resolution recommending legislation looking to the enactment of a national bankruptcy law. A resolution was passed urging congress to frame such a law on the general principles of the Lowell bill. The report of the committee on American shipping will be considered to-morrow also the Reagan interstate commerce bill.

MR. NEW RESIGNS. Hon. John C. New, before leaving the capital tendered his resignation as assistant secretary of the treasury, which he handed the president on his return from New York. Urgent private business is the alleged cause of his resignation.

THE WELL-MCGEOGH DEATHS. MILWAUKEE, January 24.—Daniel Wells, jr., to-day began a suit in the circuit court against Peter McGeech, for a lent him to carry on his famous wheat and lard-deeds on the Chicago board of trade in 1881 and 1883. McGeech does not answer the complaint, but seeks to have the rules of the board of trade of Chicago and Milwaukee incorporated in the complaint and have Wells say whether the actual delivery of the wheat and lard was intended. This is done with the probable intention to plead that the transactions were of a gambling nature. Wells asserts that McGeech had not accounted for over \$100,000 profits made in the wheat deal of 1881. That in 1883, they agreed to buy lard short and share alike the profits and expenditures, that in June of that year the amount of money involved was over \$3,000,000 and a coinage followed that his (Wells') property was attached in Illinois, Wisconsin and Michigan, that McGeech told him the liabilities were \$1,300,000 and could be compromised at fifty cents on the dollar, and with the money on hand it would require \$450,000 to settle. Wells says he had already paid \$79,000 on this deal, that McGeech had, and threatened him with financial and physical disaster, unless he raised his share, which he finally did, forgetting in his distress of mind the \$100,000 unaccounted for in the wheat deal. He further alleged that the last payment was largely in excess of his share of the firm's liabilities, and that his money was used to pay other debts. The case will be heard Saturday.

PERISHED AT SEA. ST. JOHNS, N. F., January 24.—The schooner Jeannie drove out of Mings light on the fourth instant, and a crew of six men in a fishing punt boarded her four miles at sea. Since then no tidings have been received of the vessel and it is supposed the crew starved or froze to death.

TERREBLY MANGLED. RITON, Wis., January 24.—A. S. Crocker, a prominent citizen, was caught in a belt of the Ripon flouring mill, carried into the machinery, whirled around a pulley fifty times, breaking both arms and legs in a number of places, but is still alive and conscious, though his recovery is doubtful. He was a prominent Mason and officer of the Presbyterian church.

PAID TO A SCHOOL. NEW YORK, January 24.—The coping and top of the rear wall of the Hebrew free school, East Broadway, fell this morning on the roof of the extension beyond, in which 50 pupils, ranging in age from three to seven years, were in session. It crashed through the skylight into a class room, throwing the pupils into a wild fright, injuring several slightly. The screams aroused the neighbors and frantic mothers rushed in clamoring for their children. The teachers did their best to stay the panic, but yielded before the push of mothers, each of whom seized her child and carried it away. For a time great excitement prevailed. One teacher was injured in the head and five or six children cut and bruised but none seriously.

THE DEADLY FIRE DAMP.

Created Bites the Scene of a Great Calamity... A Terrible Explosion in a Coal Mine... Fifty-Seven Miners Lose Their Lives... Heartrending Scenes About the Place... Widows and Orphans Bewailing Their Great Loss... The Air Filled With Lamentations and Threats... A TERRIFIC EXPLOSION.

DENVER, Col., January 24.—A terrible explosion occurred in Crested Butte, Gunnison county, at seven this morning, in the Crested Butte mine, in which from 25 to 50 miners are believed to be killed. The explosion blocked the entrance to the mines and the full extent of the disaster is at present unknown. The mine is owned and operated by the Colorado Coal and Iron Company of this city and employs from 80 to 90 miners in the shaft. No details at present obtainable.

THE HOUSE. The senate bill fixing a day for the meeting of the electors of president and vice president was referred. Mr. Keifer introduced a bill providing that pensions for total disability be \$20 per month without regard to rank. Referred.

MR. BLANCHARD (dem., La.), from the committee on rivers and harbors, reported a resolution calling on the secretary of war for information as to the immediate appropriation for continuing the work of important river and harbor improvements until the appropriations of the next fiscal year are attainable. Adopted.

MR. BLOUNT (dem., Ga.), from the committee on Indian affairs, reported a resolution calling on the secretary of the treasury for information as to the number of customs and internal revenue districts and the cost of collecting the internal revenue taxes. Adopted.

MR. WHITE (rep., Ky.) moved to reduce the rebate appropriation to \$750,000 and said the reduction was of no benefit to the farmers, but would go to the clients of the late commissioner of internal revenue, who secured the passage of the bill by the late house.

MR. VANCE (dem., N. C.) introduced a bill to make fraudulent claims and fraudulent vending of patented articles a misdemeanor. Referred.

MR. KING (dem., La.) introduced a bill for transmitting standard time from Washington to ports of entry and the placing of balls on custom houses. Referred. Adjourned.

THE HARVEST OF CRIME.

Two Kentuckians Hari Kari Each Other... A Feud Coming From Fathers to Sons, and Will Probably Result in More Bloodshed... An Old Lady Fatally Beaten and Robbed... Fears of Serious Trouble at a Hanging... A Bad Iowa Trio are Properly Disposed Of... CRIME AND CRIMINALS.

MARSHALLTOWN, Ia., January 24.—Eugene Sheldon, convicted of murder in the second degree, or killing Billy Swanson November 27th, was sentenced by Judge Henderson this morning, to twenty-five years at hard labor, in the Ft. Madison penitentiary. Sampson Miller, indicted at this term for incest with his 15-year-old daughter, in which case the first jury disagreed, was convicted last night the jury being out only ten minutes. Minnie Cummings pleaded guilty of keeping a house of prostitution, and as she has before been convicted she will go to the pen this time.

ROBBERY AND BEATINGS TO DEATH. KANSAS CITY, January 24.—At Wyandotte, Kas., Monday evening, Mrs. Jacob Hartmann, aged 67, while alone, was assaulted by an unknown person, and beaten and robbed. Her son returning at 6 o'clock, found her unconscious upon the floor. She did not regain consciousness until she died without having made a statement. No clue to the perpetrators of the crime. The woman's purse, containing \$8, is missing. The room bore evidence of a severe struggle.

MOUNT VERNON, Ind., January 24.—There is much excitement with some fear of trouble at the hanging of Anderson and Snyder. The mayor has issued a proclamation asking aid in keeping the peace. The condemned boys are in a high state of religious exaltation to-night.

MURDER ON THE HIGHWAY. MOUNT CARMEL, Ill., January 24.—Burdock W. Mahone, a wealthy money broker, was murdered here within a few feet of his own gate in the most public thoroughfare of the city at 6 o'clock, Monday night. Along that portion of the street, in a row of low silver poplars, making the walk shadowy and dark even on light nights, the assailant used a blunt instrument and was evidently bent on murder, as any one of the three or four blows dealt the victim would have occasioned death. Mahone died, without giving any sign. No clue to the murderer and the motive is unknown.

GENERAL FOREIGN NEWS. ENGLAND'S HUMILIATION. LONDON, January 24.—Samuel W. Baker, who commanded the first expedition for suppression of the slave trade in central Africa, under the auspices of Ismael Pasha, the former khedive, says: "General Gordon and myself recently agreed thoroughly upon the course now forced upon the English ministry by events in Egypt. I fear now it is too late to fulfill the programme which would have secured much misery and bloodshed, had it been adopted two months ago. Our cowardly abandonment of Sudan has encouraged diabolical and has broken the spirit of both the officers and troops. The employment of General Gordon at this time is like summoning a fire brigade after a building has been consumed. The ministry's conduct upon Egyptian affairs is a national humiliation."

STILL HELD PRISONERS. LONDON, January 24.—The Dutch expedition sent for the relief of the captured crew of the British steamer Ninon wrecked on the east coast of Sumatra, composed of a battalion of infantry under Military Commander Achen, landed at Tononi. The rajah there, whose tribe lent the wreck, held the crew of twenty-five men, including one American, prisoners, and refused all offers of ransom. The land and naval forces bombarded and burned the rajah's capital. The resistance of the natives was desperate. The Dutch forces fought well and captured two strongholds by assault, but lost several officers and men. The crew, if still alive, are prisoners.

A DESPERATE DEFENSE. HANOI, January 24.—The French made a reconnaissance in strong force in the enemy's direction of the junction of the Red and Black rivers. The enemy's fire was harmless. The French anticipated a desperate resistance in assaulting Baclinhin.

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