THE OMAHA DAILY BEE.

FIFTEENTH YEAR. OMAHA, SATURDAY MORNING, DECEMBER 5, 1885. NUMBER 142.

THE TRAIL OF TELLER'S TOOLS

The Appalling Robberies Perpetrated Upon the Public Domain.

COMMISSIONER SPARK'S REPORT

Vigorous Attempts Being Made to Hunt Down the Frauds—Railroads and Cattle Companies Constantly Violating the Law.

Operations of the Land Office.

WASHINGTON, Dec. 4.—The report of Land Commissioner Sparks for the fiscal year ending June 30, 1885, has been submitted to the secretary of the interior. The period covered by the report was chiefly under the previous administration. I assumed the duties of the office March 20, 1885, says the commissioner, and accordingly have but three months and a few days of my own supervision of it to account for. This brief period was insufficient to enable me to more than realize the situation, and to make a commencement toward such reforms as I soon perceived were imperative in the public interest, the need and importance of which have become more and more conspicuous with each day's added experience. I found that the magnificent estate of the nation in its public lands had been to a wide extent wasted under defective and improvident laws and through a laxity of public administration, astonishing in a business sense if not culpable in recklessness of official responsibility.

The widespread belief of the people of this country that the land department has been very largely conducted to the advantage of speculation and monopoly, private and corporate, rather than in the public interest, I have found supported by developments in every branch of the service. It seems that the prevailing idea running through this office and those subordinate to it was that the government had no distinctive rights to be considered and no special interests to protect; hence, as between the government and spoilers of the public domain, the government usually had the worst of it. I am satisfied that thousands of claims without foundation in law or equity, involving millions of acres of public lands, have been annually passed to patent upon the single proposition that nobody but the government had any adverse interest.

The vast machinery of the land department appears to have been devoted to the chief result of conveying the title of the United States to public lands upon fraudulent entries under strained constructions of imperfect public land laws and upon illegal claims under public and private grants.

From the reports of the subordinate divisions of the office it appears that during the last fiscal year the sales, entries and selections of public land under various acts of congress relating thereto embrace 29,113,963.37 acres, and of Indian lands 881,832.21 acres, making a total of 30,995,513.58 acres, being a decrease, as compared with the year 1884, of 6,535,656.41 acres, and an increase over the year 1883 of 1,565,480.78 acres.

The receipts from the disposals of public lands are $7,686,114.80; from sales of Indian lands, $933,483.52; a total of $8,619,598.32, being a decrease, as compared with the year 1884, of $4,159,532.01, and with 1883 of $3,086,167.31, to which is to be added $8,821.86 for certified copies of records furnished by the general land office, making the total receipts for the year from all sources $8,628,420.18.

The total number of entries and filings made during the year is 241,524, aggregating 33,493,920 acres, a decrease of 45,288 entries and filings as compared with the year 1884, and an increase of 15,436 over the year 1883.

The number of entries and filings posted on the records is 398,993, an increase of 71,807 over the year 1884.

The number of public and private cash entries and entries under the homestead, timber, culture, timber-land, and desert-land laws approved for patenting is 70,656, an increase of 10,380.

The total cash sales, including land sold at public and private sale, pre-emption, commuted homestead, mineral lands, timber and stone lands, etc., amount to 5,230,878.54 acres. The amount of receipts from cash sales is $6,223,926.74, an average of a fraction less than $1.19 per acre.

Two hundred and forty-three tracts of land, embracing 3,098.76 acres, were sold at public sale in the various land districts at an average price of $4.41⅝ per acre.

Fifteen thousand eight hundred pre-emption entries were made during the year, embracing an area of 2,311,236.71 acres, a decrease of 5,486 entries and 894,769.15 acres.

The number of pre-emption filings recorded during the year was 47,946, which, at 160 acres each, would cover 7,671,360 acres.

The number of original homestead entries made during the year is 59,877, embracing an area of 7,415,885.53 acres.

Final proof was made on 22,066 entries, embracing 3,032,679.11 acres, an increase over the previous year of 225 entries, and a decrease of 87,104.38 acres.

One thousand five hundred and sixty-five soldiers' homestead declaratory statements were filed, covering 250,400.

Twelve thousand nine hundred and eighty-eight timber-culture entries were made, embracing 4,755,035.57 acres, an increase of 4,090 entries and 670,541.70 acres. Final proof was offered on 750 entries, embracing 90,300.66 acres.

Two thousand seven hundred and sixty-six desert-land entries were made, embracing 928,250.06 acres.

State selections under educational and internal improvement grants were made, aggregating 999,239.68 acres, an increase of 142,627.60 acres over the year 1884.

Eighteen railroad patents and one wagon road patent were issued during the last fiscal year, embracing 1,154,499.42 acres.

Lists of selections are now on file amounting to 14,373,057.81 acres, out of which 12,557,339.47 acres are suspended on account of the failure of the companies to complete their roads within the time required by the granting acts.

One hundred and sixty-four and one-half miles of land-grant railroad were reported as constructed, making the total reported construction to June 30, 1885, 17,631.34 miles.

The public surveys made during the year embrace the following areas: Surveys of public lands, 30,305,066.00; surveys of private land claims, 47,927.09; resurveys of public lands, 1,170,636.00; total, 31,523,629.09.

Sixteen fraudulent townships were discovered in Colorado, and a judgment for $27,000 was obtained in the courts against contracting deputies for fraudulent returns of survey.

The commissioner thinks public surveys have been extended during the last five years far beyond the needs of legitimate occupation of the soil. Nearly the whole of the territory of Wyoming and large portions of Montana have been surveyed under the deposit system and the lands on the streams fraudulently taken up under the desert land act, to the exclusion of future settlers desiring homes in those territories. Nearly all of Colorado, the choicest cattle raising portions of New Mexico, the accessible timber lands of California, largely the forests of Washington territory, and the principal part of the pine lands of Minnesota are already surveyed, and in all the western land states and territories the surveys have anticipated actual populations for years to come. To enable the pressing tide of western immigration to secure homes upon the public domain it is necessary, not that further surveys should be hastened, but that the hundreds of millions of acres of public lands now unlawfully appropriated should be wrested from illegal control.

Referring to railroad land grants the commissioner says:

The report of railroad construction show that 17,631 miles of road have been constructed under the land-grant system since its commencement. In the meantime upward of 100,000 miles have been built without the aid of congressional grants. Many of the latter have been constructed through undeveloped country, while construction under many of the former has been delayed until settlements outside of railroad limits have sufficiently advanced to make construction profitable without public subsidy, and until the disposal by the government of reserved alternate sections and the filling up of the back country have enhanced the price of lands given as an inducement to build the roads. Such delays have been made possible through official action of the land department in withdrawing from public appropriation lands within assumed limits of projected roads and retaining such lands in indefinite reservation.

The granting acts generally make no provision for official withdrawals. Granted lands were to be identified by the definitely fixed location of the line of the road. Until then the grant did not attach to any land, but all lands on the line of the proposed road remained within the disposable power of the government and subject to settlement and entry.

An official withdrawal of lands from appropriation and disposal under the public land laws before the time arrived when the right of appropriation and disposal was concluded by the lawful identification of granted lands was clearly an act of wrong to the government and an injustice to settlers, while of great and improper advantage to the railroad corporations.

Such withdrawals have, however, been made, such wrong and injustice perpetrated upon the citizens and the government, and such advantages secured by grantees upon whose requests and for whose benefit the withdrawals were ordered. In the early period of the land grant system erroneous views seem to have been entertained in respect to what constituted a fixed definite location, and premature withdrawals followed from that error. In later periods withdrawals appear to have been made without regard to legal construction, and apparently without consideration of official responsibilities. As an example of the latter class may be mentioned the case of the Leavenworth, Pawnee & Western railroad in Kansas, a withdrawal for which on a problematical route was made upon no other basis than pencil lines drawn across a territorial map by an unaccredited attorney before the filing of the company's acceptance of the act making the grant, and before any other conditions had been performed which would have authorized the filing of any map or the making of any withdrawal. Problematical lines, on paper, have in this manner been run over nearly all portions of Washington territory, and widely divergent lines made the basis of different withdrawals in Minnesota, Dakota, Montana and Idaho. Lands once withdrawn have been regarded by official favor as always withdrawn so far as any part of the withdrawals were within the lines of the new ones, and such extemporized withdrawals on experimental lines have been treated as statutory reservations, and made effective to defeat settlement rights.

One result of this looseness in the administration of great public trusts is shown in the fact that nearly every land grant railroad received an excess of the grant. The Winona & St. Peter railroad of Minnesota received an excess of 300,000 acres; the Atchison, Topeka & Santa Fe, 390,000 acres; the Alabama & Florida, 254 acres per mile; Missouri, Kansas & Texas, 500 acres per mile; Kansas and Denver Pacific, 200,000 acres. Present estimates are that the average rate per mile of road to which lands have been overdrawn will reach 1,500 acres per mile. The total length of constructed and unconstructed land-grant roads for which withdrawals have been made exceeds 20,000 miles. At an average rate of 500 acres per mile, the aggregate area of overdrawn lands will amount to 10,000,000 acres, which vast amount has hitherto been treated as the absolute property of the corporations, but is in fact public land of the United States, recoverable to the public domain.

In 1883 the department adopted a rule requiring future indemnity selections to be made on a basis of alleged loss, but this rule was set aside for the accommodation of the Northern Pacific, which company was allowed to file its selections without any specification. The company then swooped down on an immense area of land, far exceeding any possible indemnity right, and under color of such selections sold vast areas to foreign syndicates and compelled settlers to pay exorbitant prices for land on which they had established their homes. The investigation made by the land office showed that the total area covered by appropriations or claims of record adverse to the railroad claim within the limits of such withdrawals is 257,556.65 acres, exclusive of unsurveyed lands along a portion of unconstructed road across the Cascade mountains, where trifling or no losses can exist. The total area of indemnity selections in Washington territory filed by the railroad company is 637,928.80 acres, or 380,572.15 acres more than as appears from such examination the company would be entitled to receive if all questions respecting the right of the company to indemnity lands on any portion or the whole of its road were decided in its favor, and if every tract adversely claimed by settlers should prove an ultimate loss to the company. Included in these lists of selections are 10,000 acres that were embraced in settlement claims antagonized by the company and decided adversely to the settler or canceled by relinquishment.

Instructions have been issued since the commencement of the current year directing registers and receivers of United States land offices to require lists to be filed in every case of application by railroad companies for indemnity selections, specifying the particular alleged deficiencies for which indemnity is claimed, and that in cases where indemnity selections have heretofore been made by any company without specification of losses to admit no further selections by such companies until they have designated the claimed deficiencies to which the lands already selected as indemnity are to be applied.

During the past year patents were issued to western railroads as follows: Union Pacific, 294,959.97 acres; Central Pacific, 97,551.38; St. Joseph & Denver City, 160.

Referring to the forfeiture of unearned land grants the commissioner says: "The amount of unpatented lands embraced in all the grants subject to declaration of forfeiture is estimated at 100,000,000 acres, an area equal to that of the combined states of New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia. The restoration to public settlement and entry of this great body of lands is a subject of the first magnitude and of profound national importance. The question presented is strictly one of legal right. The rights of the corporations have been upheld for twenty and thirty years. The government has not been in laches. The lands have been kept in reservation, material for building the roads has been freely supplied from the public domain, and extensions of time for construction have been allowed. The default of the companies has been voluntary. The rights of the public are now to be considered—the right of the people to repossess themselves of their own. The case is not one calling for sympathy to the corporations; it is one calling for justice to the people of the country. In the management of their grants, as of their roads, railroad companies have shown little sympathy for the public—none for settlers and citizens whose presence and labor were building up traffic, and whose earnings were paying all the traffic would bear over roads constructed by public bounty. Holding their own claims through the indulgence of the government, delinquent corporations have pursued settlers with the strong forces of corporate power, not only from local tribunals to the executive department, but from the executive department to the courts, to wrest from them the homes they had acquired within the boundaries of railroad grants. It is my information that a patent from the United States to a settler under an award by adjudication of this department is not security to his rights against a railroad company, but that the policy of compelling settlers to defend their patents in the courts has been systematically adopted by some of the companies having the largest grants and being in laches to the goverment in respect to their own obligations. Appeals have been made to me by holders of such patents asking for aid I had no means to give in defense of their titles, which they said they could not maintain at their own cost against vexatious, dilatory, and expensive proceedings, forced upon them to compel them to purchase from the companies the quiet of the titles which they had, after protracted struggle, obtained from the United States. Those who seek equity should do equity; those who demand charity should show some regard for the rights of others and their donors.

The agents of the department have secured a vast amount of evidence of fraudulent entries on public lands. Unscrupulous speculation in the worst forms of land monopoly have been fostered by the land laws. In many sections of the country, notably throughout regions dominated by cattle raising interests—the vast area lying west of the ninety-ninth meridian—examinations, wherever made, had developed at all points that entries were chiefly fictitious and fraudulent and made in bulk through concerted methods adopted by organizations that had parceled out the country among themselves and were maintaining seized possessions of unentered lands by boundaries and inclosures defended by armed riders and protected against immigration and settlement by systems of espionage and intimidation.

In other cases, as in farming regions approximate to the cattle belt, it was shown that individual speculation, following the progress of public surveys, was covering townships of agricultural land with entries made for the purpose of selling the claims to others, or by entries procured for the acquisition of lands in large bodies.

Again, in timbered regions, the forests were being appropriated by domestic and foreign corporations through subborned entries made in fraud and evasions of law. Newly-discovered coal fields were being seized and possessed in like manner. As a measure of indispensible precaution the commissioner notified the officers of several land divisions that final action would be suspended upon entries made in states and territories in which a great degree of fraud had been developed. The result of this action, the commissioner thinks, has been salutary, and satisfactory to bona fide settlers. Lists of suspended entries have been placed in the hands of special agents for examination and report. The average estimate of fraudulent entries now made under the pre-emption law, as reported by special agents, in Washington territory, Kansas, Dakota, Colorado, Nebraska, New Mexico and northern Minnesota, range from 75 to 90 per cent.

A new abuse has grown up under the timber culture law. A timber culture entry may run for thirteen years, and as much longer as its record remains uncanceled. By present practice this is a reservation of the land during the whole period of the existence of the entry. The facilities thus afforded of holding land for a long term of years free of rent, interest or taxes have largely been availed of in late years in states and territories in which the even more facile desert land act is not operative. Within the great stock ranges of Nebraska, Kansas, Colorado and elsewhere, one quarter of nearly every section is covered by a timber-culture entry made for use of the cattle owners, usually by their herdsmen who make false land affidavits as a part of the condition of their employment. The reservation of the land prevents a new entry from being made until the former one is contested or removed, and, the ranches being inclosed by fences or defended by force, contests are very generally prevented if not often made entirely impossible. The commissioner urgently recommends the repeal of the law as the only remedy for the evil. He also recommends the abrogation of all laws authorizing the sale of public lands for cash, and the preservation of the public domain for actual settlers.

Twenty-three special agents have been employed during the year, at an average length of service of little less than eight months each, in the investigation of trespasses on public timber and assisting in prosecutions for recovery of damages to the government. Three hundred and ninety-six cases have been reported, involving a market value of timber unlawfully cut amounting to nearly $2,000,000. The amount thus far recovered is $822,49.81, and the amount due on accepted propositions of settlement is $16,602.46. The amount involved in pending suits is $1,659,030.57.

Depredations upon public timber are universal, flagrant and limitless. Whole ranges of townships covered with pine timber, the forests at headwaters of streams, and timber land along water courses and railroad lines have been cut over by lumber companies under pretense of title derived through pre-emption and homestead entries made by their employes and afterward assigned to the companies. Suit has been commenced against one company in California for the recovery of the value of 60,000,000 feet of lumber, and one against a corporation in Montana, of which the Northern Pacific railroad company is the principal stockholder. The department has taken vigorous measures to put an end to these depredations.

The commissioner recommends the immediate withdrawal from appropriation, sale, or disposal of all public forests and of lands valuable chiefly for timber, subject to future legislation for the permanent reservation of designated areas and a more economically governed disposal of such timber lands or timber as it may not be necessary indefinitely to reserve.

MILLIONAIRE CRANKS.

The Fight Over the Portico of the Garrett Mansion in Baltimore.

BALTIMORE, Md., Dec. 4.—[Special to the BEE.]—The quarrel between Henry Jaynes the millionaire, and Robert Garrett, president of the Baltimore & Ohio Railroad company, over a portico on the front of the latter's house, continues. Garrett is building a fine house in Mount Vernon place, which when finished, will cost over a million dollars. The objectionable portico shuts off the light from the windows of the adjoining house owned and occupied by Henry Jaynes, and the latter applied for a mandamus requiring Mr. Garrett to tear it down. This mandamus was granted, whereupon Garrett took the case to the court of appeals, where it is now pending. The ill-feeling between the two men growing out of the matter has become notorious. Yesterday it was rumored that Jaynes had discovered a way to wreak summary vengeance upon Garrett in case the court of appeals decided that the portico could stay where it is. He had decided, it is said, if the portico was not torn down, to present the house and grounds to a colored orphan asylum. This threat to establish such an institution in Mount Vernon Place has aroused the property owners to a high pitch of indignation.

Detroit's Pouting Poles.

DETROIT, Mich., Dec. 4.—St. Alberta Polish Catholic church remained closed this morning and no trouble occurred there. About daybreak the women turned out to the number of about 500, and said morning prayers, kneeling on the steps and in the yard. A reporter whose account of the trouble had not given satisfaction, was met by a large number of women and driven from the neighborhood. John P. Gaspard, correspondent, was attacked last night while leaving Father Kalasinski's house and roughly handled. His injuries are not serious. No trouble is expected until Sunday. The Poles insist on having mass that day with Kalasinski, while the bishop has ordered Father Dombrowski to officiate.

A Cheer for Gallant Louth.

LINCOLN, Neb., Dec. 4.—Patrick Egan, president of the Irish National League of America, cabled to-day to Mr. Parnell the following message in reference to the defeat of Phillip Callan, in the county Louth:

LINCOLN, Neb., Dec. 4.—To Charles S. Parnell, Dublin:—Numerous branches of the league request me to congratulate through you gallant Louth, on its splendid victory over treachery and insubordination.

PATRICK EGAN.

Advertising Swindlers.

CHICAGO, Dec. 4.—Rand, McNally & Co., publishers, of this city, are in receipt of information from western states saying that parties representing themselves as advertising solicitors are swindling merchants and others by collecting money on bogus contracts and drafts in their name. They appear to deal very extensively.

Bank Robbed.

PITTSBURG, Dec. 4.—About five o'clock this morning the private bank of Bentel & Co., of Freedom, Pa., twenty-eight miles west of here, was robbed of $12,000 in cash and securities. The robbery was committed by four men who exploded the safe with giant powder. There is no clue to the robbers.

A Kidney Cure Comet.

ROCHESTER, N. Y., Dec. 4.—Prof. Barnard, Vanderbilt university, Nashville, Tenn., announced the discovery of a new comet constellation in Taurus. It is faint and small. This makes the fifth prize of $200 won by Prof. Barnard for the discovery of comets.

Honors to an American Lady.

LONDON, Dec. 4.—At Windsor castle Queen Victoria personally invested Lady Randolph Churchill with the insignia of the imperial order of the crown of India.

The Parliamentary Election.

LONDON, Dec. 4—Total returns for members of parliament up to 2 this afternoon show 273 liberals, 215 conservatives and fifty-three nationalists have been elected.

SQUALL OF THE SQUADRON.

Mild Torrent of Talk From the High Captain of Our Great Navee.

SECRETARY WHITNEY'S REPORT.

The Department's Expenditures—The Dolphin Affair—Work of the Squadrons—A Condensed Resume of the Voluminous Document.

The Naval Secretary's Report.

WASHINGTON, Dec. 4.—The secretary of the navy to-day transmitted to the president the report of his department for the fisca year ended June 30, 1885. The report opens with a statement as to the different squadrons of the navy and is as follows:

The North Atlantic squadron remains under the command of Acting Rear Admiral James E. Jouett. The Brooklyn was put in commission on October 15, and now forms a part of this squadron. A serious revolution, threatening the transit of the Isthmus of Panama, having occurred on the isthmus early in the spring, a force of about 400 blue-jackets and marines, was sent thither in April, to act in keeping the transit open and in maintaining treaty obligations. This force was withdrawn in May. The vessels of the North Atlantic squadron at present are the Tennessee (flagship), Brooklyn, Galena, Swatara, Alliance and Yantic.

The South Atlantic squadron was reenforced by the arrival of Rear Admiral Earl English in his flagship the Lancaster, at Rio de Janeiro on July 1. The only other vessel on this station is the Nipsic. Because of several complaints recently forwarded from American citizens in the Comoro islands and Zanzibar, the Lancaster had been ordered to make an extended cruise in the neighborhood of these places.

Acting Rear Admiral John L. Davis is still in command of the Asiatic station. The enterprise has been ordered to proceed home by way of Australia and Cape Horn, and the Juniata to proceed home by way of Cape of Good Hope. The Asiatic station has been reenforced by the Omaha and Marion, so that it now consists of the Trenton (flagship), Omaha, Marion, Ossipee, Alert, Monocacy and Palos.

Of the Pacific squadron the Lackawanna and Wachusett have gone out of commission, it having been reenforced by the Mohican and Adams. The squadron now consists of the Hartford (flagship), Shenandoah, Mohican, Iroquois, Adams, and Pinta. The European squadron now consists of the Pensacola, Quinnebang and Kearsage.

The vessels of the navy on detached service are the Powhatan and Despatch on the Atlantic coast, the Michigan on the lakes, and the Ranger on the coast of California.

The secretary transmits in condensed form reports from the different bureau heads of his department, and the recommendations made. The following are the most important:

The chief of the bureau of navigation reports the operations of the bureau in reference to the manufacture and testing of compasses, the examination of compass reports for cruising vessels with a view to the preparation of a new variation chart, and the publication and distribution of information on the magnetism of iron and steel ships. The report dwells upon the urgent necessity of establishing compass stations at the principal seaports.

The chief of the bureau of yards and docks reports on the condition of the navy yards, docks, wharves, buildings, and other property, with recommendations as to the most pressing improvements required.

The chief of the bureau of equipment and recruiting describes in detail the operations of the bureau in the purchase, manufacture, and supply of coal, sails, hemp, cordage, chains, anchors, galleys, and other articles of equipment.

The chief of the bureau of ordinance describes the operations of the bureau in reference to the design, construction and testing of guns and torpedoes, and to experiments and improvements in gunpowder, gun-cotton, gas-checks, gun-carriages, torpedoes and their fittings, ammunition for the Hotchkiss gun, and electrical apparatus for firing great guns.

The superintendent of the naval observatory presents a statement of the astronomical work performed during the year.

The report of the chief constructor describes the work done by his bureau, recommends the purchase of supplies by annual schedule, presents with some detail his views as to the requirements of the navy in the matter of new steel vessels, and urges the completion of the monitors.

The superintendent of the naval academy reports that the prescribed course of instruction has been carried out during the past year, and the usual practice cruise has been made.

Under the head of appropriations and estimates hessays:

The amount of appropriations applicable to the current expenses of the first six months of the fiscal year was $7,255,283.48, the amount for the last six months ending June 30, $6,230,253.85, making the total $13,485,537.33, in which is included $47,562 transferred from navy yard Brooklyn, 1884, to that appropriation 1885 per appropriation warrant No. 383, $140,000 from machinery double-turreted monitors, indefinite, to steam engineering, 1885, per appropriation warrant No. 390, and $2,191.87 pay miscellaneous 1885, appropriated to supply deficiencies for said fiscal year per appropriation warrant No. 391.

There was a balance on hand at the commencement of the fiscal year on account of pay of the navy and pay of the marine corps of $2,407,491.35. The total gross amount, therefore, which was available for the year was $15,893,028.68. There should, however, be deducted from this amount the sum of $59,813, appropriated for the navy asylum, as that sum was brought to the credit of the asylum February 25, 1885, by requisition in its favor, and is included in the exhibit of expenditures chargeable to navy appropriations at that time as refunded and deducted from the amount drawn in that month, also $1,407,272.87 due to general account of advances, which leaves a balance of $14,425,942.81 available for the year, being $1,504,828.93 less than the amount available for the fiscal year ending June 30, 1884.

The net amount drawn from the treasury by warrant during the last fiscal year was $13,337,867.72, which leaves a balance undrawn of $1,088,075.09; to this should be added the net amount unexpended in the hands of pay officers on said June 30, 1885, as shown by the office of the fourth auditor, $1,265,570.64, leaves an aggregate balance unexpended of $2,353,645.73, which stood to the credit of the department at the beginning of the present fiscal year. That is, the total net expenditure for the fiscal year ending June 30, 1885, was that much less than the appropriations.

The appropriations available for the present fiscal year, commencing July 1, 1885, are $13,590,704.95. The amount drawn by warrant from the treasury from July 1, 1885, to November 1, 1885, deducting that refunded, is $4,285,760.39. The amount drawn by warrant during the same period of last year was $4,383,244.93.

The estimates for the navy for the fiscal year ending June 30, 1887, amount to $35,104,695.15, in which sum are embraced estimates for new objects, not those ordinarily for the service, amounting to $16,060,950.24, leaving for the customary purposes of the service $19,034,744.91. They embrace for increase of the navy $10,536,770; for the completion and armament of the double-turreted monitors, $4,302,650; and for public works and improvements at the yards and stations $4,398,337.41.

Referring to the disturbances at Panama, and the work done by the North Atlantic squadron during the trouble, the secretary goes over the whole matter in detail and concludes as follows:

The officers and men charged with restoration of the freedom of transit on the Isthmus discharged their duty in a highly satisfactory manner. The action of the department was carefully confined to measures only as were necessary to enforce treaty stipulations, every precaution being taken to respect the autonomy of Columbia; and our interference ceased the moment the object had been accomplished and the freedom of transit had been securely re-established. Among the results of these naval operations upon the Isthmus, by no means the less gratifying, has been the establishment of still closer and more friendly relations with a sister republic, while our commercial and other interests in Central America have been strengthened, and an additional guarantee of security has been given to the peaceable enterprise of Americans in that quarter. It is largely for the purpose of protecting the mercantile marine and for assisting its healthy development that the navy exists; and these are reasons for believing that its services on the Isthmus during the months of April and May last will have important and far-reaching consequences in this direction.

Mr. Whitney pays considerable attention in his report to the difficulty incident to the failure of the dispatch boat Dolphin to meet the requirements called for in the contract for her construction. The Dolphin, he says, as she is now, should be regarded more as a pleasure boat than as a dispatch boat. The various trials and tests to which she was submitted are referred to, the absence of ordinary protection of her machinery from exposure to fire in case of hostile conflict, and comparison made with similar boats of English construction. The work of the advisory board detailed to examine her after completion is gone over, and the correspondence with the contractor, John Roach, is submitted. The causes which led the government to assume the completion of the Dolphin and the construction of the three cruisers—the Boston, Atlanta and Chicago—are given, and the secretary concludes by saying it is of no use to discuss the character of the boats, their merits or demerits. Under the present circumstances all that the government can do from a business point of view is to complete them. Whatever they turn out to be they will demonstrate in practice.

After dwelling at some length upon the organization of the navy department, and pointing out its defects and suggesting remedies, the secretary says:

The country has expended since July 1, 1868, over $75,000,000 on the construction, repair, equipment and ordnance of vessels, which sum, with a very slight exception, has been substantially thrown away; the exception being a few ships in process of construction. The fact still remains that for about seventy of the seventy-five millions expended for the creation of a navy we have practically nothing to show. It is questionable whether we have a single naval vessel finished and afloat at the present time that could be trusted to encounter the ships of any important power. Such is not the kind of navy which this country requires, nor such as it is entitled to have.

The problem of keeping pace with the march of improvements in these lines of industry is one of incalculable difficulty; and yet unless the government is prepared to avail itself promptly of all the improvements that are made in the construction and equipment of its ships its expenditures are largely useless.

It is of little service to a nation to have any navy at all unless a fair expression of the highest scientific resources of its day. The destructive power of the modern implements has become so great as to dominate in actual warfare.

For the construction and maintenance of such a navy we have made but little provision. To have and maintain such a navy is, I believe, the wish of the country and the duty of the government. * * * * The policy of enlisting private enterprise in the work tends to the creation and development of important branches of industry within the country.

If the $75,000,000 spent since 1868 by our government had been used to stimulate competition among our people in the production of modern ships of war, it is quite fair to assume that the activities and agencies at the disposal of the government would have been by this time entirely adequate to its needs. It has been wasted by government agencies upon worthless things.

Suffice it to say our government has placed itself in no relation to the inventive genius of the country, and is without the rich fruits which such a course would bring to it.

My brief experience has satisfied me that whatever changes may be desired, it is of first necessity to separate, as much as practicable, the work of direction and control from the details of execution; in other words, that there should be in the construction of a navy, as in every other kind of business, a proper distribution of labor.

It is proper to say that many improvements in the present organization may be made by the secretary wtiho it additional legislation; and to the extent to which, after full consideration and discussion, changes will seem to be judicious, they will be undertaken.

Endicott's Annual Effusion.

WASHINGTON, Dec. 4.—The annual report of the secretary of war was received to-day. He speaks of the operation of the troops in Oklahoma and Arizona at some length, and cites the fact that Lieutenant General Sheridan is now investigating in person the condition of affairs in the latter territory. The secretary concurs in the recommendation of General Sheridan of concentrating troops and putting large garrisons in the vicinity of the large cities. He favors the retention of West Point graduates and additional second lieutenants in the army if vacancies are insufficient to provide places. He recommends all the state troops be armed with the same weapon as the regular army. The judge advocate general having been for a grave offense suspended for twelve years, which in his case is equivalent to retirement, another appointment to the place or legislation to meet the emergency is recommended. The enlisting of a trained cook for each company of troops and battery, and a baker for each garrisoned post is also recommended.

The secretary speaks of the reports submitted upon the necessity for coast defenses and the improvement of the Mississippi, but makes no general recommendations. He urges the necessity for the appointment of an assistant secretary of war. The secretary calls the attention of congress to the fact that the Minnesota & Northwestern railroad, a private corporation, acting under authority of a territorial act, is obstructing the main navigable channel of the Mississippi, within a few hundred feet of the spot where congress, in authorizing the city of St. Paul to build a bridge, provided there should be a span over the channel leaving a clear waterway of not less than 200 feet in width.

The expenditures for the year ending June 30, 1885, were $45,851,000, of which $13,164,000 was for public works and harbor and river improvements. The total also includes $716,000 credited to the subsidized Pacific railroads for transportation during 1885 and prior years. For the fiscal year ending June 30, 1886, the appropriations aggregate $31,716,000, of which only $2,348,000 is for public works. Estimates for the fiscal year ending June 30, 1887, amounted to $41,782,000. This the secretary reduced to $48,204,000, allowing for public works, including river and harbor improvements, $16,466,000.

Obituary.

MILWAUKEE, Dec. 3.—William Aldrich, ex-member of congress from the first Chicago district, was stricken with apoplexy at the home of his brother, in Fond du Lac, to-day, and died a few hours later. Aldrich moved from Chicago a few years ago, and has since been engaged in the milling business at Fond du Lac.

Tough Men from Naponee.

BLOOMINGTON, Neb., Dec. 4.—[Special to the BEE.]—George Martin, Bob Ingram and Young Gooding, bold men from near Naponee, who are in the habit of running the town when they come, were arrested last night for riotous conduct and fined $10 each and costs. They undertook to resist the officers, but got badly used up.

Montana's Mineral Wealth.

HELENA, Dec. 4.—The mining and stock exchange opened last night with a grand banquet. Seventy members, the most prominent capitalists and miners were present. Mining developments are progressing rapidly in this vicinity. New strikes are reported daily.

Mexican Interest in the Message.

MEXICO (via Galveston), Dec. 4.—The silver question is agitating the press, and great interest is taken in speculations regarding President Cleveland's forthcoming message.

Denies the Base Ball Statement.

BOSTON, Dec. 4.—President Soden, of the Boston base ball association, denies the correctness of the Chicago dispatch purporting to give the composition of the league for next year, and says the committee having the matter in charge have arrived at no decision.

uBsiness Failures.

NEW YORK, Dec. 4.—Business failures the last seven days number 239, against 214 last week.

A WESTERN BLIZZARD.

The Wild Wind of Yesterday—Western Union Wires Down.

CHICAGO, Dec. 4.—About 1 p. m. to-day snow began to fall here. The flakes were unusually large. Toward evening street car horses labored heavily against the drifting snow, and the wind, which was beginning to earn the name of "blizzard," was to-night blowing fiercely from the northwest, and the snow, which still falls thickly, is driven through the streets with blinding force. There is every indication of an all night siege. The wind and snow, which if continuing even at the present degree of velocity and volume, will, before morning, bring travel to a standstill and delay incoming trains many hours. As to the violence of the storm outside of the city some idea may be formed. The Western Union telegraph company reports a bad condition of its wires as far west as Omaha, and northward to St. Paul on account of the wind and snow, which operated more or less seriously against the transmission of dispatches from early this morning.

The Blizzard at Fremont.

FREMONT, Neb., Dec. 4.—[Special to the BEE.]—A terrible windstorm came up this morning at about 4 o'clock and has blown a fearful gale all day. The roofs from several houses have been blown off, outhouses and fences flattened to the ground, and the lumber in the different yards scattered to the four winds. The plate glass in the store front of W. J. Davies' drug store was blown in and smashed in a thousand pieces. Trade is almost suspended, everyone feeling satisfied to remain in the house.

The Methodist College Damaged.

CENTRAL CITY, Neb., Dec. 4.—[Special to the BEE.]—During the high windstorm to-day the north end and west side of the new Methodist college building were partially blown down and the entire building is in danger of being ruined. So far the damage is estimated at $3,000 or $4,000.

The Blizzard at St. Paul.

ST. PAUL, Dec. 4.—A blizzard set in here about 10 o'clock. The snow was driven in blinding sheets through the streets. No reports have been received from points west, but the indications are the storm is general throughout the northwest.

Hurricane at Des Moines.

DES MOINES, Iowa, Dec. 4.—[Special to the BEE.]—A blizzard raged here all day. A very strong wind prevailed, with a slight sprinkling of snow, which was blown off the street by nightfall. The mercury fell twenty-five degrees between sundown and 9 o'clock.

Blowing at Bloomington.

BLOOMINGTON, Neb., Dec. 4.—[Special to the BEE.]—The heaviest windstorm ever known in this country is blowing to-day. Several small buildings have been thrown over and the roofs of other buildings torn off.

DOMESTIC TRAGEDY.

A Jealous Husband Shoots His Wife and Kills Himself.

NEW YORK, Dec. 4.—[Special to the BEE.]—Chas. A. Ray shot his wife, Marion, in the left cheek inflicting a serious wound, and then shot himself through the head, kil ing himself almost instantly last evening. The shooting took place at No. 1006 Madison ave. nue, where the couple where boarding. Ray was only 26 years old, and was three years older than his wife. They were married in this city about three years ago, and almost immediately afterward went to Mexico, where he had a contract for putting up a dry dock in one of the Mexican seaports. They stayed in Mexico until about a year ago when they returned to this city. He had some trouble about the money due him from the Mexican government, and the worry from this and the bad effects of the climate caused him to put himself under medical treatment on his arrival in New York. He has been in bad health ever since. He recovered sufficiently to go into business a short time ago and took a position as superintendent of the railway cable electric signal company. So far as is known the married life of the couple has been happy. Ray returned home from his office yesterday afternoon about 3 o'clock, and, as was his custom, went to his apartments on the fourth floor. His wife was already there. What occurred between them is not known, but it is said that voices were heard, apparently in a heated discussion, and shortly before 6 o'clock the household was startled by three pistol shots in quick succession from the sitting room. Mrs. Hayden and servants ran into the room and a most horrible sight met their gaze. Mrs. Ray lay on the floor, half leaning against the door which led from the room into hallway. She was covered with blood which flowed in a steady stream from a wound in her left cheek just back of the nose. A fool away lay her husband clasping in one hand a heavy pistol with which he had shot away almost the whole top of his head. Everything possible was done for the injured woman and after a short time she was able to speak a little. She said to Police Captain Gunner that her hutband had shot her and then killed himself. "He was jealous," she said, "but God knows he had no cause." She said that just before the shooting her husband had kissed her and she had started down stairs to dinner. When she reached the door he fired the first shot and I knew no more. It appears for several days Ray has been moody and had little to say. Mrs. Ray is a handsome woman of 23 years.

Collision at Sea.

LONDON, Dec. 4.—The British ship Magician, from Cardiff for San Francisco, has been sunk by a collision with the British ship Ben Dowan, from San Francisco. Part of the crew and passengers of the Magician have arrived at Pernambuco in the ship's boats. The Ben Dowan also arrived here. The ship was badly damaged and was compelled to jettison 100 tons of cargo.

Earthquake in Algiers.

ALGIERS, Dec. 4.—An earthquake has thrown down many houses at Moscora, Blidz and Medeah, and destroyed three-fourths of the town of Molia. Thirty-two persons were killed.

The Balkan War.

PARIS, Dec. 4.—The Journal des Debates states that it is proposed to hold a conference of the powers at Berlin to delimit the Servian-Bulgarian frontier.

Pleasures, Social and Intellectual.

Last evening one of the series of lectures and social entertatnments of the Kountze Memorial church was held, and in spite of the change of evening set for the entertainment and the disagreeable windy weather, the church was filled with the members and friends, who were well repaid for venturing out.

Mrs. J. T. Clark, soprano, sang "Bobolink" with her usual spirit and taste; Rev. J. S. Detweiler, the pastor, then gave his lecture, "How to Make a Speech." His illustrations of the oddities seen in the pulpit, rostrum, etc., were very humorous and kept his audience in laughter. Running through his entire discourse were valuable hints which, if followed will bear good fruit.

A quartette by Mrs. Clark, Miss Rath, Mr. Kuster and Mr. Northrup, "Come where the Lilies Bloom," was exquisitely sung, and an urgent encore was called for but not responded to. Mr. G. F. Mayer played some fine organ selections. Then, upon invitation, all adjourned to the rooms below, where a happy social time was had, and the ladies of the church dispensed the hospitality.

These entertainments are justly becoming events of the season, and no more delightful and thoroughly enjoyables have ever been given in Omaha.

THE GAVEL GOES A-BEGGING

General Logan Declines the Caucus Nomination for the Senate Presidency.

AFTER UNANIMOUS ELECTION.

**The Caucus Reconvenes