THE DAILY BEE.

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THE BEE PUBLISHING COMPANY, PROPRIETORS.

E. ROSEWATER, EDITOR.

THE DAILY BEE.

Sworn Statement of Circulation.

State of Nebraska, County of Douglas, } s. s.

Geo. B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of the Daily Bee for the week ending Jan. 21st, 1887, was as follows:

Saturday, Jan. 15	13,990
Sunday, Jan. 16	13,050
Monday, Jan. 17	14,420
Tuesday, Jan. 18	14,400
Wednesday, Jan. 19	14,107
Thursday, Jan. 20	14,050
Friday, Jan. 21	14,030
Average	14,002

GEO. B. TZSCHUCK.

Subscribed and sworn to in my presence this 22d day of January A. D., 1887.

N. P. FEIL, Notary Public.

(SEAL)

Geo. B. Tzschuck, being first duly sworn, deposes and says that he is secretary of the Bee Publishing company, that the actual average daily circulation of the Daily Bee for the month of January, 1886, was 10,378 copies, for February, 1886, 10,595 copies; for March, 1886, 11,537 copies; for April, 1886, 12,191 copies; for May, 1886, 12,439 copies; for June, 1886, 12,298 copies; for July, 1886, 12,314 copies; for August, 1886, 12,464 copies; for September, 1886, 13,030 copies; for October, 1886, 12,989 copies; for November, 1886, 13,348 copies; for December, 1886, 13,237 copies.

GEO. B. TZSCHUCK.

Sworn to and subscribed before me this 1st day of January A. D. 1887.

(SEAL.) N. P. FEIL, Notary Public.

THE newest thing day by day is a new addition to the city of Omaha.

MR. PAT GARVEY was nominated as a representative of labor. He was elected as such and pledged as such. Having sold out his constituents, he must be satisfied with the price received. But he cannot explain away his treachery.

THE battle has just begun. It will be carried on vigorously in spite of the work of sell outs and traitors and the lavish use of Burlington money. The legislature has placed itself on record on the senatorial issue. It will now be called upon by an aroused and indignant people to record its votes on other issues scarcely less important.

FOR "palsied hog he roasted" read "palsied hag" in our yesterday's cablegram from London which quoted Gilbert & Sullivan's new operetta. The reference was to a witch burning and not to a rural barbecue. When the intelligent proof reader shakes hands with the equally intelligent compositor, poetical canons and ordinary common sense frequently fall together by the wayside.

CON GALLAGER and Hugh Murphy put up the dirty job that fixed Pat Garvey, and induced him to break his verbal and written pledge to support Charles H. Van Wyck. Garvey himself was the mover of a resolution in the democratic caucus to cast the united strength of their men for Van Wyck. After signing a paper to that effect he was roused out of bed by Murphy at half past two on Thursday morning. What took place can readily be imagined. It is more than probable that Murphy & Gallager will have a grading contract from the railroads next summer.

A CORRESPONDENT writes to know the chances of a second lieutenant in the signal corps for promotion to General Hazen's shoes. There is absolutely no chance. Second lieutenants are never made brigadier generals at one bound any more than first sergeants are elevated to the colonelcy of regiments. The signal service is the only branch of the army in which there is no promotion. It is headed by a brigadier general and jumps down the line to number of second lieutenants, who have no opportunity for rising above that rank. If a successor is appointed to fill the vacancy left by General Hazen's death it will probably be a colonel of the line or Captain Greeley of the Fifth cavalry.

THE Humphreys court marshal at Washington barracks is a travesty on military justice and a serious reflection on the common sense of the division commander who permitted the case to come to trial. Lieutenant Humphreys is being tried upon the grave charge of permitting his children to skate on an ice pond against the prohibition of the post commander. Mr. Humphreys denies that he gave his girls any such permission and a court is to decide the momentous issue. Nine officers have been summoned to sit in judgment, three from Fort Wayne and the others from New York state, all of whom are allowed four cents a mile for traveling expenses, besides their hotel bills, and it will all foot up a considerable sum.

THE abuse which the democratic railrogue organ heaps upon honest democrats who stood by their convictions and the instructions of their constituents in the late senatorial contest will not materially assist the fortune of the tottering concern whose whole record has been one of treachery to its party and to the community in which it has struggled along on driblets of railroad patronage. It will gain nothing by applying the language of the brothel and bar room to men who had the courage of their honest convictions, and who dared to face the malice of the disappointed slanderer rather than the rage of an aroused and indignant constituency. Decent citizens everywhere will resent the vile billingsgate which Dr. Miller's moral organ pours out upon men whose character and reputation cannot be successfully assailed from that quarter. And a party which declined through its representatives to play stool pigeon to corporate monopoly in the late senatorial canvass will yet hold a reckoning with the paper which lampoons men whom the democracy delighted to honor because it knew them to be beyond and above the influences which have for years controlled and moulded the policy of their assailant.

That Roll of Honor.

The hireling and bulldozer who was brought here by Dr. Miller from Minneapolis, where he had played out himself and worn out his party, has the impudence to admonish the friends of Van Wyck to keep their hands off while he is scalping and knifing the decent and honest legislators who refused to prostitute themselves to the railroad gang. He has held up a dozen reprobates to the gaze of the people as the roll of honor and made the most indecent and filthy onslaught upon men whose boots he is not worthy to black. Now, while we have no desire to meddle with democrats and democratic factions, we regard it as our privilege as well as our duty to denounce guttersnipe journalism and brand as infamous the scoundrels and hypocrites, who, under the mask of party, are plying the vocation of the cowardly and venal bravo. It is a credit to the democratic party of Nebraska that only ten out of thirty-seven democrats were so base or corrupt or cowardly as to follow the dictates of corporate dervishes who were howling "party" while in fact they were playing the stool pigeon for the republican railrogues. Perhaps two or three out of the ten composing this vaunted "roll of honor" were innocently duped, but it is an open secret that the others were willing tools and bribe-taking wretches who are not fit to live. If justice were done some of these men, together with the republican conspirators who sold out Van Wyck, would never be allowed to go back to Lincoln. At any rate, these villains ought and will be politically strangled and their names will forever remain a stench in the nostrils of decent men of all parties. No apology on their part, no explanation or fulsome praise from the railroad organ grinders will ever set them right again with the people or resurrect them from political graves.

Not a Rebel Claim.

We notice that several of our country exchanges seem to be somewhat agitated over the vote of Congressman Dorsey in favor of the bill passed last month to reimburse the Nashville & Chattanooga railroad for property (the McMinnville & Manchester railroad, now a part of the Nashville & Chattanooga) appropriated by General Thomas during the war. The bill is denounced as a "rebel claim," and as opening the gate to a flood of legislation of a like character. Nothing of the kind. The bill as passed is similar to one of the same kind relating to the same road recommended by the unanimous vote of the judiciary committee of the Forty-eighth congress, of which committee E. K. Valentine was a member. The rails of the road were taken by General Thomas under an act of congress whose object was to enable the authorities of the United States to take railroads near the scene of conflict but not in the enemy's country. Under the same law the Baltimore & Ohio and a score of other roads owned and operated by loyal men were taken by the military authorities and their owners compensated after the war by the quartermaster general. The claim of the road in question was passed upon and approved by General Thomas, and would have probably been as promptly paid had it not meantime been sold to the Nashville & Chattanooga system, which was then in debt to the government for purchased property. Congress was accordingly called upon to adjust the claim. The bill was so eminently just and fair, and the facts of the ownership of the road by loyal men, its operation at the time in a loyal country and its appropriation under promise of compensation, were all so clear that the committee reports were unanimous in its favor and the bill received the support of such veteran opposers of war claims as Mr. Reed, of Maine, who made an extended speech in its favor and assisted materially in its passage. The bill has not a single element of the "rebel claim" about it. Its object was simply to secure a just debt owed by the government, acknowledged by the war department, but so tied up in the technicalities of red tape as to require congressional action.

The Senator-Elect.

General Van Wyck's speech in congratulation of the success of Senator Paddock's caucus was a graceful and generous tribute to his late opponent and senatorial predecessor. It was free from the bitterness of defeat. There were no traces of the disappointment which must have been keenly felt, no tinge of resentment at men and methods which had secured a result so unlooked for and unexpected by the senator, and no disposition manifested to cast a straw in the path which another and not he was to tread toward political honors of which he had been so unjustly deprived. He bespoke for Senator Paddock the confidence and support of his following in every effort for the advancement of the state and the interests of the people and, predicted for him a successful term and the confidence and regard of his constituency.

Let us assume that General Van Wyck is a true prophet. The BEE has no assault to make on Mr. Paddock's canvass. He made an open and square fight. He was the accident of the treachery of others. Without being the candidate of the monopolies, he occupied a position where their warfare on Van Wyck strengthened the supporters of his own candidacy, and finally drew a majority of republicans over to his standard. Prominent in a weak field, he reaped to a great extent where others had sown, largely because he had created fewer antagonisms and had fought his battle on lines of fairness and decency. Mr. Paddock will be given every chance by the people of this state to fulfill General Van Wyck's predictions of the ability which he will display and the success which awaits him. He is well known and is personally popular. He has had large legislative experience and the training and education of long public life. His mistake in the past has been an apparent disposition to drift with the current of party sentiment rather than to direct it into new and more useful channels by the exercise of a bold and aggressive personality. Useful in the committee room and in the work of securing for Nebraska her share of the attention of the treasury department, his chief failure lay in valuing appropriations above economical reforms which he might have advanced, and at times in listening more keenly for the applause of the politicians than for the favor of the public.

Mr. Paddock has been absent from the senate for six years, circulating among his future constituency, watching early investments grow into a handsome competency, and, unconsciously perhaps to himself, feeling the political pulse of the state as it throbbed in sympathy with the work of his successor on the floor of the senate. During that time he has seen Nebraska double in population, and has witnessed a remarkable revulsion in sentiment on questions which were once discussed with bitter acrimony among republicans. In a large degree his senatorial career has been already carved out for him. In a still larger degree it remains for him to shape and mould it for himself. He will be successful in proportion as he sees clearly or dimly the needs of the day, the will of the people and the true interests of his party.

America's Shipping Interest.

The national board of trade, in session at Washington last week, rejected a resolution favorable to the proposition to encourage the shipping interest of the country by a system of subsidies. The national board is understood to be the representative body of boards of trade and chambers of commerce throughout the country, and is presumably composed of the most intelligent men from these organizations. If this view of the character of the national board is correct, its expression of opinion on this subject, which must be regarded as of very considerable importance, is significant. It shows that a majority of the commercial bodies of the country are not in sympathy with the subsidy plan for restoring the shipping interest of the country. The judgment of these practical business men, who do not view the matter from the politicians' stapdpoint, is worthy of consideration.

No argument other than the bare statement of facts can be needed to prove that something should be done to improve the shipping interest of the United States. In respect of this interest we are far behind every other great nation. England, Germany, France and Italy are greatly in advance of this country in the world's carrying trade. Quite four-fifths of the business of American manufacturers and merchants with other lands is done in foreign vessels. Americans going abroad are transported in steamers owned and controlled by European companies. Not less than two hundred millions of dollars are paid by Americans to foreign ship-owners. The American flag is a rare sight in most of the ports of the world, even of those in this hemisphere. These are humiliating facts. Necessarily, also, the existence of such a state of things puts this country at some disadvantage commercially. The shipping interests of other countries will naturally discriminate in favor of the trade of those countries, and they are encouraged by the governments to do this. All the countries above named, and some others, have a policy of ship subsidies. Germany has within a year increased the government bounty to her vessel owners, and very favorable results are looked for. Spain is proposing a liberal policy in this direction in a measure now before the cortes. The experience of all these countries with the system has justified its adoption.

But public sentiment in this country is not favorable to such a policy, nor is it likely to become so, at least until all other means for restoring our shipping interests shall have been tried and found wanting. Among these the cheapening of materials protected by the tariff is the first and most important to be adopted. The tariff places the American ship builder at a disadvantage. It costs one-fourth or one-third more to construct a ship of a given class in this country than in England. There would be no safety for capital in such a competition even with a subsidy, unless the latter should be made so large as to be practically a guarantee against loss. The policy once entered upon it might be found necessary to increase the allowance from year to year to meet the advances of other countries, which would hardly permit us to surpass them in this direction.

The proposition that the United States ought to have a merchant marine engaged in the world's carrying trade is incontrovertible. The great and growing commercial interests of the nation require it. They would unquestionably be greatly advanced by its possession. It would enable them to reach markets from which they are now nearly or wholly excluded. It would give them an independence they cannot otherwise enjoy. It would keep in this country to be expended and invested here for the general good, the millions of money for freights and fares that now goes into foreign pockets. These and other sound reasons support the proposition. But it is certain that the country can never secure and maintain such a marine until we can build ships at least as cheaply as they can be constructed in other countries, and without this ability any effort on our part to compete in the subsidy policy would be very sure to fail. Whenever the existing disadvantage shall be removed, there will be no lack of American enterprise and capital to build and maintain a merchant marine commensurate to the demand.

English Opinion on the Dispute.

The proposed action of congress in connection with the fisheries controversy, contemplating a retaliatory policy toward Canadian vessels, has awakened an interest in the subject in England. The press and public of that country are perhaps to be excused for not having hitherto given much consideration to this subject, for the reason that very important and urgent questions of supreme home interest have for a year past made a constant and pressing demand on their attention. Moreover, in recent years England has shown little more than a perfunctory concern regarding Canadian policy, it being doubtless thought expedient to permit that people to manage their affairs about as they willed, with the least possible suggestion or direction, except when asked, from the imperial government. Apparently English statesmen have become afraid to interfere in the affairs of the Dominion, or to oppose the will of its government, even when the policy it proposes threatens the rupture of friendly international relations that might involve England in serious difficulty. Otherwise it is very probable that the assent of her majesty's government could not have been secured to the recent law enlarging the powers of the Dominion authorities for seizing and punishing American vessels which they may allege had violated the law. It may fairly be doubted if Lord Salisbury, acting without constraint, would have counselled the approval of this hostile statute, which he must have seen would at least greatly aggravate the situation. But a sense of the necessity of gratifying the loyal sentiment of the Dominion, which demanded this aggressive law, outweighed every other consideration, and this means of making stronger the policy of injustice to the fishing interests of the United States was approved. England may yet have reason to regret the weakness of its present government in this matter.

We noted some days ago the avowal of John Bright that the American claims in connection with this issue are reasonable, and his confession that they would be conceded by Canada were she not backed by England, and would not be denied by England did she not possess Canada. The views of the London papers are not favorable to the hostile policy of the Dominion, and they call upon Lord Salisbury to seek a modification of Canada's attitude. It is questionable whether such appeals will be heeded. The Salisbury government has not the courage to combat the dominant sentiment in the Dominion. The Canadian government will not recede from its position until compelled by circumstances to do so. The proposed policy of congress is the one by which those circumstances will be most surely and speedily brought about.

ANOTHER attempt to make men stop drinking liquor by law seems to have utterly failed. There was never made anywhere a more elaborate and desperate effort to establish and maintain prohibition than has been carried on for nearly a year past at Atlanta, Georgia, and the effect has been regarded with the greatest interest. The prohibition paper of that city is authority for the statement that the effort is a failure. In a recent issue it said: "As a prohibition paper we now feel it our duty to pronounce prohibition legislation a dead failure in Atlanta." As a matter of fact there has been quite as much liquor drinking in that city since this legislation as there was before, and with worse consequences, since if the evils resulting from drinking were no greater, or even less, a large part of the community has been for months violating the law by every device that ingenuity could under such circumstances suggest. It is impossible to say how many people in Atlanta have thus lost all the respect they formerly had for law. It may take a great many more such experiences to convince some people of the futility of prohibition legislation, especially in populous towns.

THE essays thus far received by the United States naval institute, to be read in the competition of 1887 for a prize for the best paper on "The Naval Brigade," and said to be not at all flattering either to the wit or wisdom of their authors. They are described as high-flown and sophomoric, with a great many classical quotations and very little common sense in them. Only one of them has an English title, "Necessity is the Mother of Invention," which is quite as far from being pertinent to the subject as the Latin and French titles of the other essays. It is evident that the young officers who wrote these papers either did not understand that they were expected to treat the subject given them seriously as a very practical matter, or wilfully treated the duty required of them with flippancy. In the first case, those who should have instructed them as to what was desired may be at fault, while in the latter case it might be advisable to subject the smart young gentlemen to a course of discipline that would be a warning to others not to similarly gratify their idle fancies.

THE DRUG BUSINESS IN KANSAS.

How the Boys Who Want Liquor Contrive to Get it.

Chicago Herald: "You know how we get beer and stuff down in Kansas, don't you?" inquired an actor. "No? Well, I'll tell you. We have to fill out a blank application for what we want, specifying the disease or ailment for which the 'medicine' is wanted, and file it with the druggist. He keeps these applications and makes a record of them, and at stated times has to submit a report of all sales to the probate judge. Well, when I first went into the state I wasn't up to snuff, and one Saturday night, wanting to get some beer and stuff for myself and some friends for over Sunday, filled out a ticket on which I gave my name and these items:

"'One quart of whisky for dyspepsia. One dozen bottles of beer for same.'

"'That will never do in the world,' said the druggist; 'you're a tenderfoot, I guess. Wait a minute till I fill you out some tickets, and then you sign 'em.'

"I agreed, and here are the tickets I had to sign:

John Smith, ½ pint whisky, dyspepsia.
John Smith, 1 quart beer, indigestion.
John Smith, ½ pint whisky, brain trouble.
John Smith, 1 quart beer, malaria.
John Smith, 1 quart beer, consumption.
John Smith, ½ pint whisky, apoplexy.
John Smith, 1 quart beer, cancer.
John Smith, 1 quart beer, heart disease.
John Smith, 1 pt whisky, delirium tremens.
John Smith, 1 quart beer, sore throat.
John Smith, 1 quart beer, paralysis.
John Smith, 1 quart beer, liver complaint.
John Smith, 1 quart beer, pains in back.
John Smith, 1 quart beer, chilblains.
John Smith, 1 quart beer, hives.
John Smith, 1 quart beer, insanity.

"'There,' said the druggist, as he put my bottle into a basket and gave me change out of a $10 bill, 'if I succeed in curing you of all those troubles I want you to write me a letter of commendation to be printed in the 1887 almanacs my brewers and distillers are getting out.'"

A Square Deal.

Chicago Herald: When John V. Farwell and a prominent foundryman of this city met to square accounts for the iron in the dry goods merchant's big building on Monroe street a dispute arose as to the contract price of the iron. The foundryman held that the price agreed upon was 3¾ cents per pound, while the merchant claimed that the contract was made on the basis of 3½ cents per pound. The difference was about $18,000. The foundryman, despairing of convincing the merchant of his error, suggested that the dispute and all memoranda bearing on the question be submitted to a third party for final decision.

"But," said Farwell, "I'm afraid that the man you would name would be distasteful to me."

"I think not," replied the foundryman; "he is a man whom you know very well."

"Who is he?"

"Charley Farwell."

John V. looked up in surprise. The proposition to submit to a member of his own house a dispute involving $18,000 which, if decided against him, would prove equally disastrous to the referee, was so bold and fair that the old merchant could do nothing else but accept it. The foundryman presented his memoranda to Charley, who, after a searching investigation, decided against his brother, his firm and himself. Ever since that time Charley has been a good deal of an enigma to John V.

IT WAS NOT A REBEL CLAIM.

An Exploded Roorback Being Worked Over in Nebraska's Country Press.

ONLY A JUST COMPENSATION.

History of the Nashville & Chattanooga Railroad War Claim and Congressional Action on It—How the Story Started.

A Candidate's Canard.

WASHINGTON, Jan. 21.—[Correspondence of the BEE.]—I see that discussion of the Nashville & Chattanooga war claim bill has reached Nebraska and that the exploded roorback that the measure was a "rebel claim" is being kneaded over in your country press. This is refreshing. It causes great amusement in congressional circles, where the origin of the story is well known and its cause appreciated. The canard was started by a candidate for the Illinois senatorship, who voted against the bill and who wished to bring two of his rivals into bad repute for their votes cast in favor of this just claim of loyal men for property taken by the government after the seat of war had been transferred from the region through which the railroad ran. Perhaps a detailed history of the matter may prove interesting.

The claim of the McMinnville & Manchester railroad is in no sense a rebel claim. The road was owned by loyal men. Most of the stock of the company was held by citizens of New York, and all its officers, with the possible exception of one director, were loyal to the union. After the war, while the republican party controlled the state of Tennessee, its president was elected by that party to various offices, including that of judge, and also to the congress of the United States. The claim is for iron rails, etc., taken from the railroad by the United States authorities in 1864, and the following are the established facts:

The Nashville & Chattanooga railroad runs from Nashville to Chattanooga, a distance of 151 miles. About sixty miles south of Nashville on said road, at Tullahoma, Tenn., the McMinnville & Manchester railroad starts, and runs about thirty-two miles to McMinnville, Tenn. The government used the Nashville & Chattanooga railroad during the war as a military road for the transportation of its supplies to the army, and in 1864 took possession of the McMinnville & Manchester road and removed therefrom the rails, spikes and switches for twenty and one-half miles, and put them upon the Nashville & Chattanooga road.

After the close of the war, the government, upon restoring the Nashville & Chattanooga road to its owners, charged them with repairs made thereon, including in the estimate these rails, spikes and switches taken from the McMinnville & Manchester road. In the settlement of this account, the Nashville & Chattanooga railroad company executed to the United States its bonds for the sum of $1,000,000 at 4 per cent interest, one-half of the principal payable in ten years and the other half in twenty years. The first installment was paid in 1881, the other is not due until 1891.

The government took possession of the McMinnville & Manchester railroad in 1864, under the act of congress of January 31, 1862, which authorized the president to take possession of any railroad and place it under military control for the use of the army. This act was to enable the government to take possession of railroads when necessary, in the border states, and not at the immediate seat of war, and which were not liable otherwise to seizure.

The third section of that act authorized the appointment of three commissioners by the president "to assess and determine the damages suffered, or the compensation to which any railroad company may be entitled by reason of the railroad being seized and used under the authority conferred by this act and their account shall be submitted to congress for their action."

No commissioners were appointed by the president under this act, but General Thomas, upon restoring the McMinnville & Manchester railroad to the company in 1865, directed his engineer to make an estimate of the damages, which was done. This estimate gives the damages for the iron rails, chairs, spikes and switches as amounting to $246,880.

After the rails, etc., had been removed from the McMinnville & Manchester railroad the government sold the company iron with which to partially relay the track, and also rolling stock. On this account the United States on May 24, 1884, recovered in the United States circuit court for the middle district of Tennessee, a judgment for the sum of $97,713.86, which is still unsatisfied, but is to be credited on this claim if allowed.

In 1869 the McMinnville & Manchester railroad company sued the Nashville & Chattanooga railroad company in one of the Tennessee courts, claiming, among other things, payment for this very iron taken from its road and placed on that of the Nashville & Chattanooga company. The case went to the state supreme court, and before a hearing was had there, was settled, the McMinnville and Manchester railroad company, by a formal instrument in writing, transferring and assigning to the Nashville & Chattanooga railroad company all its claims against the United States for the said iron taken from its road. This was done in 1873. The bill provides that the balance of the claim, after deducting the judgment against the McMinnville & Manchester railroad company, shall be credited on the bonds executed by the Nashville & Chattanooga railroad company to the United States.

The Nashville & Chattanooga railroad company (its name having been changed to the Nashville, Chattanooga & St. Louis railway) in 1877 purchased the McMinnville & Manchester railroad and franchises, and is now the owner of said property.

A bill similar to this one was before the Forty-eighth Congress, and was referred to the judiciary committee for consideration. That committee consisted of the following named gentlemen, viz: J. Randolph Tucker of Virginia, N. J. Hammond of Georgia, D. B. Culberson of Texas, S. W. Moulton of Illinois, J. O. Broadhead of Missouri, William Dorsheimer of New York, P. A. Collins of Massachusetts, G. E. Seney of Ohio, W. C. Maybury of Michigan, E. B. Taylor of Ohio, M. A. McCoid of Iowa, Thomas M. Browne of Indiana, L. P. Poland of Vermont, Horatio Bisbee of Florida, A. H. Parker of New York, E. K. Valentine of Nebraska.

That committee, after careful consideration, made to the house the following unanimous report:

"This claim is not what is usually called a southern war claim, but arises out of the following facts:

"During the war the iron upon 25½ miles of the railroad belonging to the McMinnville & Manchester railroad company, in Tennessee, was taken up under an order of General George H. Thomas, and was used in repairing the tracks of the Nashville & Chattanooga railroad. This seizure and appropriation of the iron were not acts of war or the appropriation of rebel property, but the seizure was made and the iron appropriated by the government under the act of congress approved January 31, 1862.

"After the war closed the McMinnville & Manchester railroad company made a claim against the government for the value of the iron removed and for the value of the properties destroyed in consequence of the removal of the iron. This application was referred by the quartermaster general to Major Stephens, general superintendent military railroads, and by him was referred to H. Hibard, engineer of repairs, to report at once the value of the iron and other property taken under the order. This officer made an estimate of the value of the property and returned it to the quartermaster general, who declined to pay the amount solely upon the ground that under the act of January 31, 1862, the value of the property should be assessed by a board of officers appointed by the president. No such board was ever appointed by the president, and other claims of similar character were adjusted and settled by the quartermaster general. This will appear from letters addressed to Hon. G. G. Dibrell, of Tennessee, which are appended to this report and asked to be made a part of it.

"It appears to your committee that the Nashville & Chattanooga railroad company has purchased the McMinnville & Manchester road, and that the said company is largely indebted to the government of the United States for railroad properties, including the iron taken from the McMinnville & Manchester road, purchased after the war. It also appears that the McMinnville & Manchester railroad company is indebted to the United States for similar property purchased by it after the war. The bill provides that the quartermaster general shall ascertain the value of the iron taken and used by the government, as above stated, and shall deduct therefrom the amount due the government from said company, and shall pay the remainder to the company in the bonds of the Nashville & Chattanooga company, which the government holds for the payment of the indebtedness due from said company.

"There can be no objection to this mode of settlement, as the government owns these bonds, and the McMinnville & Manchester company is willing to receive them."

For want of time the bill was not acted on by the house.

In the present congress (the Forty-ninth) another bill was introduced, more rigidly guarding the government's interests. This bill was referred to the committee on war claims. This committee re-examined the matter thoroughly, and threw out all claims except for iron, chairs, spikes and switches actually taken up from the road bed of the McMinnville & Manchester railway, and put down upon the road bed of the Nashville & Chattanooga, and made to the house the following report:

The committee on war claims, to whom was referred bill H. R. 2340, having considered the same, beg leave to submit the following report:

The whole matter was brought before the house in the Forty-eighth congress. The bill (H. R. 2727) was referred to the judiciary committee, and was carefully considered. The committee, on February 18, 1885, submitted a favorable report upon the same to the house, said report being No. 2612.

The committee, having carefully considered the bill and all the records in the case furnished by the secretary of war, have arrived at the same conclusion reached by the judiciary committee, as stated in said report. The committee, however, have directed that a new bill be presented which more clearly embodies the principles upon which they think the settlement should be made with said railroad company. This bill is herewith presented as a substitute for bill H. R. 2340, and the committee recommend its passage. The debt due the United States from the McMinnville & Manchester railroad company is now in judgment in the circuit court of the United States at Nashville, Tenn.

For further report the committee beg leave to copy literally and submit as their own the report made as aforesaid by the judiciary committee of the house in the Forty-eighth congress.

This last was a bill which passed the house, and is just and proper, unless it is improper to pay any claim, originating south of the Ohio river, during the years of the war.

Mr. Reed, of Maine, in the course of the argument on the bill, made a very clear and lucid statement of the motives which should guide members of congress in their action on the floor. It is as bad to refuse to vote for a just claim, as it is to vote for an unjust one.

NEW REPEATING RIFLE.

The Wonderful Invention of an Austrian Mechanic.

Vienna Letter: Herr Joseph Schulhof, the inventor of a new repeating rifle which was tried recently at Enfield, leaves for England to-night for some final experiments with his rifle, which he believes may be adopted by the British government. The rifle was introduced to the notice of Mr. W. H. Smith and Lord Randolph Churchill while they were in Vienna, and Herr Schulhof was subsequently invited to go to England. The experiments at Enfield were judged to be most satisfactory, but some modifications were suggested in the calibre of the cartridge, and these have now been effected. I saw the rifle tried this morning, and to an unprofessional eye it certainly looks as if it could not be excelled for simplicity and effectiveness. Without describing its mechanism, it may be said that it combines the two requisites essential for such weapons, for it can be used as an ordinary rifle as well as a repeater. The receptacle for the repeating action holds ten cartridges, which can be poured in with one turn of the hand from a cardboard case. The loading of the repeater can be done in four movements—the fourth being the turn of a lever which stops the repeating action. The loading for single-shot firing can be done in three movements, and the action for reloading throws out the empty cartridge case. Single shots are fired by a trigger, while the repeating action is worked by a knob handle. All the mechanism of the breech can be taken to pieces without the use of a screw driver. The cartridges which are shaped like small claret bottles, are of 7½ millimeters diameter, instead of 11 millimeters, as in the Martini-Henry. The weight of 130 of them equals seventy of the Martini Henry cartridges, which is the charge usually carried by a soldier. The rifle is to cost 60f, which is about 15s less than the Martini-Henry. The use of the cardboard cartridge boxes is to be noticed, for in the Mannlicher system metal boxes are used, and if these get bent or dented as they are liable to do, the cartridges may stick in them at the moment of loading. This is impossible with the Schulhof boxes, which are opened by simply tearing off a piece of paper. Moreover, the Mannlicher boxes only hold five cartridges instead of ten.

Hood's Sarsaparilla has cured thousands of cases of rheumatism. This is abundant reason for belief that it will cure you. Try it.

The Chronicle, of Charlottesville, Va., says that ten students from Harvard and ten from the University of Virginia, presented themselves for examination for the medical staff of the United States navy, and nine of the ten Harvard men failed, while nine of the other ten passed.

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