Jewett, battery B, Second artillery, four months from July 12; Sergeant John Davis, battery C, Second artillery, sixty days from July 11.

Captain Jacob B. Rowles, Fifth artillery, and First Lieutenant William H. Coffin (same regiment) are respectively president and judge advocate of a general court martial convened this morning at Fort Hamilton, Newport Harbor.

The Documents All Right.

WASHINGTON, July 1.—[Special Telegram to the BEE.]—Senator Manderson, chairman of the senate printing committee, has returned from a visit to the residence of the late Ben: Perley Poore. The senator easily found all the papers, books, manuscripts, etc., belonging to the public which Major Poore had, and all of them have been returned to Washington.

The Year's Debt Decrease.

WASHINGTON, July 1.—During the fiscal year just ended the principal of the bonded debt of the United States decreased $12,911,030, and the amount of accrued but unpaid interest on such debts decreased $508,911. The decrease of certificates of deposit amounted to $9,480,000, and in demand notes and fractional currency to $7,438.

Gold and Silver Circulation.

WASHINGTON, July 1.—During the month of June the circulation of standard silver dollars increased $84,687, and the gold holdings of the treasury increased $207,896. The increase of silver circulation during the year was $1,336,000, and the increase in gold holdings during the same time was $27,946,000.

West Point Cadets Appointed.

WASHINGTON, July 1.—The president has appointed Julius T. Conrad, of Washington, son of Colonel Conrad, of the army, and John M. Palmer, grandson of Governor Palmer, of Illinois, to be cadets at large at West Point military academy.

Revenue Offices Consolidated.

WASHINGTON, July 1.—The consolidation of internal revenue districts, whereby twenty-two districts are merged into others, was consummated to-day. Telegrams were received by Commissioner Miller announcing that all collectors had filed their bonds and had completed the transfers of offices.

Columbia's Debt.

WASHINGTON, July 1.—The statement issued by the United States treasurer shows that the indebtedness of the District of Columbia is $20,881,000, showing a net reduction of $1,226,000 since July 1, 1878.

Coinage For June.

WASHINGTON, July 1.—The coinage of the mints during June aggregated $4,337,502, of which $2,516,000 was in standard silver dollars.

THE UNION PACIFIC'S DEBT.

How Jay Gould Thinks it Ought to Be Settled.

NEW YORK, July 1.—The World to-morrow will publish a long interview with Jay Gould, from which the following extracts are taken: "How, in your estimation, ought the government to settle the claim against the Union Pacific?"

Mr. Gould said he thought the government ought only to exact the principal of the Union Pacific debt to it and ought to give the company its own time in which to pay. Then the company could watch the money market, and when that was in a favorable state, could float bonds to pay off the indebtedness. The Union Pacific, he said, must have relief from its large debt. There must be a cutting down of interest and principal to put the property nearer to a level with roads built at modern cost. Gould said in making railroad investments it was his habit to make them individually. He was not in "cahoots" with Russell Sage, though they had had dealings together.

Dakota Crop Statistics.

ORDWAY, Dak., July 1.—The June crop reports of the territorial statistician is less favorable than that for May. Hot winds have injured crops in places. Fourteen counties report the average cut down to 66 per cent. There is much damage along the Missouri and Red rivers, and plenty of rain in the James river valley. The acreage of corn is one-third greater than last year, condition 100 per cent. The average condition of spring wheat will be 6 per cent. The wheat harvest begins about July 25.

To Close Down.

READING, Pa., July 1.—Two thousand employes of the Reading iron works this afternoon informed the management that they would not accept the reduction of 10 per cent made recently, and the proprietors decided to close down all establishments. All the men will be thrown out of employment.

Refused to Scrub Out.

COHOES, N. Y., July 1.—The weavers in the Harmony woolen mills were to-day requested, according to semi-annual custom, to scrub the floors around their looms. They refused and quit work. The mills shut down, throwing 3,000 operators out of employment.

The Texas Style.

GAINESVILLE, Tex., July 1.—The Houghton brothers to-day became involved in a quarrel with the Pains, father and son. Shooting began, and resulted in the death of Pain senior and one of the Houghton brothers, and the fatal wounding of young Pain. The other Houghton brother is in jail.

Mitchellville Badly Scorched.

DES MOINES, Ia., July 2, 2 a. m.—The mayor of Mitchellville, sixteen miles east, telegraphed at midnight that his town was burning up, and asked for help. A chemical engine and hook and ladder trucks were sent from here by special train. Five business houses were burned, and the fire is under control.

Weather Indications.

For Nebraska: Variable winds, fair weather, stationary temperature.

For Iowa: Variable winds, local rains in eastern portion, fair weather in western portion, stationary temperature.

For Eastern Dakota: Fair weather, variable winds, stationary temperature.

Royalists Visit the Count.

PARIS, July 1.—A party of 200 royalists went to St. Malo to-day to visit the count of Paris, and another party of 200, including General LaCharette, will follow to-morrow. The radical newspapers here denounce the proceeding as a conspiracy.

The Fidelity Crowd.

CINCINNATI, July 1.—Ammi Baldwin, late cashier of the Fidelity National bank, was surrendered by one of his bondsmen to-day, but another surety was secured, and he did not have to go to jail.

The Boss Boodler.

NEW YORK, July 1.—Jacob Sharp's condition is unchanged to-day. He is still weak, and lies back in an invalid chair at his room at the Ludlow street jail.

Morrill's Condition.

AUGUSTA, Me., July 1.—No material change has been noted in ex-Governor Morrill's condition. He seems to be nearing his end.

An Appointment by Hewitt.

NEW YORK, July 1.—Mayor Hewitt to-day appointed Morgan J. O'Brien corporation counsel, and he was sworn in.

Bids Opened.

Yesterday afternoon Louis Helmrod, Charles Metz and Edward E. Bruce, the committee on privileges for the Soldiers' reunion, met and opened bids for privileges during the coming reunion. Four bids were received. The award was made to J. B. Camgill, who offered $3,150 for the privileges, which was the highest bid.

Opens To-night.

The Olimpia theatre, formerly the old Buckingham, will be opened to-night as a first-class vaudeville theatre, by Cole & Parish. It is the intention of the proprietors to make this place of amusement one of the best of its kind, and the best of variety talent will be employed. A first-class bill will be given to-night.

RATTLING AMONG DRY BONES

Skeletons in Union Pacific Closets are Brought to Light.

PERSECUTION OF AUG. ARNDT.

Mr. Rosewater Repeats Some More History for the Investigating Committee—Lawyer Poppleton Confesses and Avoids.

Before the Commission.

Mr. Rosewater, who was the first witness called by the Union Pacific investigating committee yesterday morning, submitted the telegram referred to in his testimony of Tuesday. The telegram is as follows:

OMAHA, Oct. 13, 1873.—To S. H. H. Clark or T. L. Kimball, Denver: The vote of the shops will probably decide the election and it is said it will go solid against Grebe for sheriff. He has served the road better than any sheriff we ever had. Can't you give this vote? I think you should if possible. If you agree instruct proper parties to give him the vote and send me a copy of your telegram.

A. J. POPPLETON.

The chairman asked Mr. Rosewater to give any information concerning entries of land by the Union Pacific company other than lands granted by the government.

Mr. Rosewater said he had no personal information directly as to such lands being entered by the company; they had acquired lands here at different times, as they told him (Mr. Rosewater), under condemnation prices for the bridge and right of way in the city.

The chairman asked whether Mr. Rosewater recalled the fact of a decision of Secretary Schurz, during his administration of the interior department, with reference to the lands of the Union Pacific.

Mr. Rosewater said he recalled a case made in Kansas, the Dudymot claim, brought into the land department of the government and ruled upon by Secretary Schurz in 1878. The charter of the Union Pacific made their lands disposed of within three or five years after the completion of the road subject to pre-emption at $2.50 per acre. In 1877 the time expired in which the Union Pacific land grant was to have been sold and the secretary ruled in the Dudymot case in 1878, that these lands came under that act, and that the lands in Kansas, as well as Nebraska, were subject to pre-emption entry. Shortly after that William Platt, an attorney and agent for the Union Pacific road at Grand Island, took possession of a quarter section of land under this order of pre-emption granted by Schurz. Thereupon the Union Pacific made a legal process to eject him from the land and the case was carried into Judge Dundy's court, Mr. Poppleton appearing for the Union Pacific and Mr. Wakely, who was an assistant attorney for the Union Pacific, appearing for Platt.

The judge ruled that Platt had no right to pre-empt the land and the case was carried up and finally the supreme court affirmed the decision, although as Mr. Rosewater had often charged, the case was made up here by the Union Pacific and its attorneys.

After that case had been decided the order of the secretary of the interior had to be revoked and the lands were made only subject to sale by the Union Pacific, on the ruling that the land grant bond was a disposal of the land. Mr. Rosewater did not know until last winter that the case made up by the railroad company's attorneys was not upon an unpatented piece of land or had been made upon a piece of land for which a patent had been issued; so that the decision did not involve unpatented land, but land that had already passed from the control of the government. This fact was stated to Mr. Rosewater by Commissioner Sparks himself. At the time the Platt case was pending in the courts there were other cases that did touch the right of the railroad to exclusively control the sale of the unpatented part of the land.

Mr. Poppleton asked Mr. Rosewater to name any case that involved that question. Mr. Rosewater replied that the case of August Arndt was one. Arndt was a citizen of Saunders county, and took a quarter section of Union Pacific land that was not patented and made a pre-emption entry for that land. Litigation began in the United States court, in the winter or fall of '81; the case was about to be tried in Omaha, when August Arndt was arrested on the charge of assassinating the clerk of the district court, Watson B. Smith. Arndt was taken to jail and no person, not even his wife, allowed to see or communicate with him. He was kept in jail for some time, until the grand jury made an investigation, and they failing to find any proof that he was the assassin, discharged him. At the time of his arrest, Arndt told Mr. Rosewater that he had the documents and papers relating to his land claims in a trunk in the hotel in which he was stopping in this city; that the trunk was taken and broken open by some officers pretending to look after evidence in the assassination case, and the documents bearing upon this railroad land suit were stolen and carried away; but that was not the end of the case. Arndt was rearrested in January, 1882, on the charge of having threatened the life of Judge Dundy on account of this treatment. He was taken to Lincoln and tried and convicted of this charge, although the judge himself testified that he had no fear and did not believe that Arndt intended to murder him. The Farmer's Alliance of this state held a meeting and denounced that treatment and asked Senator Van Wyck to present a petition to the president for his pardon. Arndt told Mr. Rosewater that he and his lawyers had full confidence in their ability to establish his rights to the pre-emption, and that he had a clear case in which this question might have been tested.

By Commissioner Littler—How do you connect the Union Pacific or any of its officers with these criminal proceedings?

Mr. Rosewater—They have managed in some way to have a great deal of influence upon the court officers in this city. The United States marshal and his deputies have had annual passes and charged the government ten cents a mile for every mile they have travelled on those passes, those passes come to thousands and thousands of dollars.

By Commissioner—Do you know that in making up the mileage account, the marshal is compelled to swear that he traveled no part of the way on free passes?

Mr. Rosewater—I don't know that, but I do know that the marshal and his deputy traveled on a free pass. I saw one deputy myself travel that way; he told me that he had to divide his mileage fees for travel with the marshal.

Commissioner Littler—He ought to be prosecuted before the grand jury.

Mr. Rosewater—I have nothing to do with that.

Commissioner Littler—How long has that practice been in force here?

Mr. Rosewater—I believe it has been in force here ever since the railroads have run politics in this state.

Commissioner Litler—How long has that been?

Mr. Rosewater—Twelve or fifteen years it has been done under all the marshals, and all the marshals have shown a very active subservience to the railroads.

By Mr. Poppleton.—Has the practice of the Union Pacific in respect to the issuing to public official of passes in this state been different from that of other railroads?

A.—I don't know what the practice of other railroads has been, but I claim that all the railroads are wrong. They have all been operated against the public's interests in that policy.

Q.—Do you know whether the United States marshals ever had passes on other roads?

A.—Yes, I saw the passes.

Q.—Have you any doubt but what they have been treated substantially alike by the different roads?

A.—No, sir.

Q.—Don't you know that the tract of ground involved in the Platt case was actually occupied by Platt, and had been actually occupied by him prior to any other person who ever settled on it, and that that was the reason why he set up his claim of pre-emption, and was enabled to set it up?

A.—I don't know of my own knowledge anything of the kind. I only understood that at the time he took possession——

Q.—You say he took possession?

A.—Yes, sir.

Q.—Now don't you know that he had been in the occupancy of it for years?

A.—That is possible. I did not know it at the time it was pending in the courts. I knew simply that it was a test case brought for the purpose.

Q.—What you said and what you have testified to was, that he went into possession of this tract of land after Schurz made this decision; now I ask you if you do not know that that is untrue, and that he had been in the occupancy of it for ten or fifteen years?

A.—I don't know that. But if he had been in possession of it for ten or fifteen years, it was his ground. I don't see what the road had to do with it. It certainly was his, if the government gave him a patent for it. If the government had issued a patent after these three years had expired, and Mr. Schurz's decision was correct, that patent was a nullity.

Q.—The August Arndt case—Don't you know that Judge Miller decided that Arndt had no title whatever to that land?

A.—It was decided after the papers that were made to him had been stolen.

Q.—That is about as true as anything else you have testified to, is it?

A.—It is true—yes, sir.

Q.—Then if it should turn out that Arndt's arrest was after that decision, then you would have testified to what would be false, would you not?

A.—Not necessarily.

Q.—If it should turn out that that was decided before Arndt was arrested for killing Watson B. Smith, then your testimony wouldn't be true on that subject?

A.—There I might be mistaken, but there was a case pending and it was about to be tried when he was arrested.

Q.—Do you know anything about this except what Arndt has told you?

A.—Nothing more than what his lawyers have said.

Q.—Don't you know that Arndt has been repeatedly impeached in court by swarms of witnesses who said they wouldn't believe him under oath?

A.—I don't know anything about it.

Q.—Don't you know he is an avowed anarchist and assassinator—that is to say, he believes in assassination as a remedy for civil wrong and avows it?

A.—I don't know anything of the kind.

Q.—Now, isn't it a fact that since you started the BEE you have been individually in a chronic state of hostility to the railroad, and that that has been your stock in trade and the stock in trade of your newspaper?

A.—I will deny that in toto. I have simply been opposed to the methods which the railroads of this state have pursued, and the policies which they have carried on, that have been oppressive to the people—interfering with the political affairs of the state in violation of their charter obligations.

Q.—You admit that you have been in opposition to them?

A.—I have been not in opposition to the railroads, but in opposition to the men who managed the railroads.

Q.—Haven't you assailed almost every manager of the B. & M. and of the Union Pacific railroad company, who has had charge here, up to the time that Mr. Callaway came into office?

A.—No sir, I don't remember that I assailed Mr. Touzalin. He was manager of the B. & M. before Mr. Callaway came into the Union Pacific. I haven't assailed them except when their own conduct and that of their subordinates were criminally dishonest and dangerous to public safety.

Q.—Is Mr. Touzalin the only man you can think of that you have not assailed?

A.—There are numbers of other men whom I could mention.

Q.—Mention all you can.

A.—You spoke of managers of railroads. I have not assailed the managers on the other side of the river, except the Northwestern, who have robbed our people by favoritism and discrimination

Q.—You were professionally a telegraph operator, originally?

A.—Yes; for thirteen years.

Q.—Where were you employed in that business when the war broke out?

A.—When the war broke out I was employed in the state of Alabama.

Q.—You were operator within the lines of the southern confederacy, then, at the time when the war broke out?

A.—Yes, I was operator, working for the Southwestern Telegraph company.

Q.—Isn't it a fact you have been repeatedly charged with being a member of a committee who received Jeff Davis, at Montgomery, when he went there to take possession of the southern confederacy?

A.—I have not only been charged with it, but it is true. Now I want to answer this question fully.

The Chairman—Let the witness explain, judge.

Mr. Poppleton—After he gets through answering my question he can explain.

The Witness—I want to explain it now, because it is a matter that has been charged frequently and there are parties who have been convicted here in the courts for charging me with being a rebel.

Mr. Poppleton—Who are they?

A.—Casper E. Yost is one and Fred Nye is another—both of them were proprietors of the Republican.

The Chairman—The war is over, judge.

Mr. Poppleton—Well, I don't know; there is some talk about the return of the flags.

The Chairman—Well, if you bring up that issue you had better let us know whether you are going to wave the bloody shirt.

The Witness—The facts are these: I was located in Stevenson, Alabama, from July, 1859, until March, 1861. When Jefferson Davis was United States senator representing the state of Mississippi, he stopped over at Stevenson twice, and called at the telegraph office and sent dispatches. It was in that way that I made his acquaintance. When he was elected president of the southern confederacy he was on his way to Montgomery. Stevenson, Ala., at that time was a very small place, with only perhaps four or five hundred people. It so happened that no person in the place had ever met Davis, nor could point him out. He arrived at night at 10 o'clock on the train. A committee was appointed by the citizens, who wanted him to make a speech. They added me to the committee, simply to go and introduce him, or point him out. I went into the car and pointed him out. That was my whole connection with the matter. If that was any crime, you can make the most of it.

Q.—From there, after you got through the rebel lines, where did you go to work then?

A.—For Uncle Sam. I enlisted at Wheeling, W. Va., took the oath and entered the U. S. army, and went with General Fremont through the entire campaign of West Virginia. After that I was assigned to the navy yard at Washington, with Commodore Dahlgren, and in the latter part of July, 1862, I made an application to General Pope, to accompany him on the way to Richmond, and was assigned to his staff. I accompanied General Pope through the entire campaign from Warrenton to the Rapidan, and back to Bull Run. I was at the battle of Bull Run. After that I was assigned to the war department, and remained there until I came to this country.

Q.—So that you were the confidential operator of Halleck, Stanton and Lincoln during the Virginia campaign, were you not?

A.—Yes, sir.

Q.—Now can you tell why it was aad how it happened that Lee had such complete and exhaustive information of the plans of those three men? Do you know anything about that?

A.—That may not enter into this investigation, but I will answer it. It was notorious when I was in the war department, that there were leaks in that department, and that there were dispatches sent; sub-marine wires had been laid across the Potomoc. For instance, at the time that Fredericksburg was stormed by Burnside, that information was smuggled across to the rebels through the lines by wire in some way. Suspicion rested upon the wives of certain army officers who were southern women, and who, in connection with southern people, managed to transmit information through the lines.

Q.—Do you not know as a matter of fact, and haven't the rebel archives disclosed the fact, that telegrams have passed from the war department, and were in the possession of Lee?

A.—That is possible. I haven't examined the archives.

Q.—How long did you stay in the war department?

A.—Until the summer of 1863, when I came out here. After the battle of Bull Run in 1862 I took my place in the war department and remained there until I came out here.

Q.—You were not there, then, previous to the battle of Gettysburg?

A.—No, sir, I was in Omaha when the battle of Gettysburg took place—no, come to think of it, I didn't get here until a few weeks later. I was in Cleveland at that time.

Q.—General Longstreet thought that when he got ready to move towards Gettysburg he sent his spy towards Washington, and that he came back with the complete plans of the disposition of Mead's army in its advance on Gettysburg. Do you know anything about how that information got to him?

A.—No, I would not, certainly. I know I was charged here with being a rebel spy, and I brought suit and had it tried in this county two years ago, and at that trial I produced the deposition of General Anson Stager, the head of the military telegraph corps, stating that he had the fullest confidence in my loyalty and integrity. My people all have lived in Ohio, and I went south as a freesoiler. I don't think, therefore, that anybody can attach any sympathy with the rebellion to me. The fact is, the whole story originated in this building, just as all schemes of persecution and falsehood that have circulated against me have originated in this building, and these men, who wanted to crush me, sought to trample me under their feet and besmirch my reputation through their organ.

Q.—But you admit these facts to be true?

A.—I admit that I was in the army and risked my life for my country, which is more than can be said of many men about here—like Thurston and others whom I could name.

Q.—Do you know the name of the operator who sent that telegram that you produced here?

A.—I know what became of him, but I do not remember his name.

Q.—What did become of him?

A.—He was discharged by the Western Union people. He enlisted in the regular army and served about five years. He finally became a vagabond and passed through here and went down to St. Louis in a dissipated condition. This is all I know about him.

Q.—Now what did you pay that fellow for that dispatch?

A.—I never paid him one dollar for the dispatch or anything connected with it, and after he was discharged a collection was made up among the republicans here for him. I contributed my part to send him away from Omaha.

By Commissioner Littler—Is it true that you at any time betrayed your official trust when you were connected with the government telegraph works at Washington, or betrayed the government in any respect whatever during the whole period of your connection with the public service?

A.—Why, of course, it is not true. If I had been disposed to make use of the information I got there, I could have been a millionaire. It may be a little interesting to some of you. During the war quotations were sent into the war department daily of stocks and gold to Edward S. Sanford, who was the government censor of dispatches. Every battle changed the value of stocks and gold, and very often information about battles were held back, and there is not any doubt in my mind but that an immense amount of stock gambling was carried on by the censors. I have the certificate of General Eckert, who is now general manager of the Western Union lines, accepting my resignation from the army military telegraph corps, and not only that, but the National Society of the United States military corps, of which I am a member, elected me as its vice president two successive terms, and I have for six years been a member of its congressional committee looking after legislation to recognize its services.

Q.—Then it is not true?

A.—It is not true. I have two volumes of the history of the United States military telegraph corps, in which my name is frequently mentioned for service in the field and in the war department.

Q.—You were not discharged from the service, but resigned?

A.—I resigned.

Q.—Voluntarily?

A.—Voluntarily.

By the Chairman—What knowledge have you of the coal dealings of the Union Pacific company in their shipments from the Rock Springs coal mines?

A.—Well, I have a general knowledge, only, such as has been published from time to time and given to me by parties residing along the road and people here. The coal supply of Nebraska has been principally Wyoming coal. The company has charged as high a rate at Sidney and North Platte as Omaha where it is much farther away. I have also been informed that at times, in order to break down all competition, the company has in some cases taken possession, by force, of mines and operated them, and in other cases, by discrimination, have destroyed the business of parties who have attempted to do the mining. There is Jake Morrow, for one, and Wardell, for another, who had mines in the neighborhood of Rock Springs. I have been told that Wyoming coal was bought at almost nothing, and carried out there in order to break up these parties—clear across to the neighborhood of Cheyenne and delivered there at a much lower price than the parties who were mining coal in Wyoming could deliver it at.

There is another thing that was particularly wrong to my mind, and that is that the government has paid $14 per ton, if I remember right, for carrying coal from Rock Springs to Omaha, when coal could be bought for $7.50 in Omaha. This I had from the quartermaster's clerk, who kept the accounts between the government and the roads. The government consumes an enormous amount of coal here. This coal was all from a contractor out there, who was really an employe of the Union Pacific, of a firm called Beckworth & Quinn, out at the mines, and then brought in here, so that it cost more than double. But the record will show what that is.

By Commissioner Littler—What is his name?

A.—His name is Patrick. He is now in Washington City. He is a democrat, and has been trying to get a position in the departments since Cleveland came into power.

By the Chairman—Who were Beckworth & Quinn?

A.—I think that is a sham firm. I think the firm itself is simply made up of men who get so much for the mining of coal from the company in Wyoming. I think they are nothing more than employs of the Union Pacific.

Mr. Poppleton—Wasn't this man habitually drunk when not on duty? Was he not a common loafer?

A—I know he was not a loafer. He was in the government employ for a good many years—but he was addicted to drinking.

Mr. Peter A. Dey, the chairman of the Iowa railroad commission, who was next called, said he had been sent out by Mr. Farnam, of the Union Pacific road in 1862, in order to find a practical route for the Union Pacific road. He went as far west as Salt Lake City. In 1863, shortly after the Union Pacific company was organized, Mr. Dey surveyed a portion of the route for the road. He was afterward appointed chief engineer of the road, and remained in the service of the company until 1865, when he resigned. When asked why he had resigned the witness said he had made a survey through the Platte Valley and sent an estimate of the cost of building the road through it to the Union Pacific company. Stockholders of the road in New York city objected to the estimate as entirely too low. The first estimate placed the cost of the construction of the road and its equipment at $30,000 per mile. A contract drawn up by Mr. Hoxie was sent to witness, at which the cost of constructing the road was placed at $50,000 per mile. He felt that an attempt was being made to use him for somebody who wanted to make an exorbitant contract and accordingly resigned.

Being asked what suggestions he had to offer based on the supposition that the Union Pacific road was mortgaged for more than it was worth, he replied that the government ought to extend the time for the payment of the indebtedness due to it as long as possible. Mr. Dey also thought the Union Pacific road could be paralleled 200 miles from Omaha at $20,000 per mile.

When asked what effect the pooling system had on business the witness said that pooling was principally beneficial to railroads. The only benefit the people derived from it was a uniformity of rates. The pooling system placed shippers at the mercy of any rates the railroads chose to fix.

On being asked about the constructive mileage system, Mr. Dey thought that roads could afford to carry freight at a lower rate between points on the branches and large cities on the main line, than between points on the branch line, because of the greater opportunity offered in shipments to large cities on the main line, of loading the cars back.

The next witness called was Hon. John A. McShane. He said in answer to questions that he had had business relations with the Union Pacific road since 1872 in the shipment of cattle. He had never received any preferences in rates at the hands of the company. He received special rates, but they were published rates and all shippers of cattle, so far as he knew, had received them. There had been rumors, however, of discriminations against certain persons and localities. These rumors were the most common during legislatures. When asked what part, so far as he knew, the Union Pacific road had taken in influencing legislation, he said he presumed that the road had representatives in the legislatures to prevent bad legislation, "That is," added Mr. McShane smiling, "legislation against their interests."

When asked what plan the government should adopt with reference to the Union Pacific road, Mr. McShane said that as he might be obliged to pass on the question officially he would prefer not to commit himself.

Anton Gsanter, who was next called, said he had lived in Omaha twenty-one years and had been employed as draughtman in the U. P. shops. When asked if his name had been used by the Union Pacific company in the purchase of land he said Mr. Gordon told him the company wanted all the odd sections in Utah and had him sign a paper. When asked how he knew that the paper related to the land, he said he wanted to know where his name went to, and asked Mr. Gordon. That gentleman had then told him what the paper was.

Auditor Young next produced statements showing the gross receipts of the Kansas Pacific road from September 23, 1876 to 1880; the Union Pacific system from 1868 to January 3, 1880, also February 1, 1880 to January 23, 1887.

"I want to say to you," said Governor Pattison, "that these statements only show the cash receipts of the Union Pacific company. It should show all receipts of every kind and form whatsoever, and I call for a statement showing such receipts."

"I told you in my testimony," said Auditor Young, "that the gross receipts had no connection with the gross earnings."

After some discussion Mr. Young said the receipts of the company from all sources were included in the statement submitted.

Freight Manager Kimball was next asked what calls he had ready, and submitted the balance of his statement in answer to the interrogations in regard to rebates. He also submitted a statement, giving the population of the counties through which the Union Pacific road and its braches passed; also the rates charged on the return of tank cars of the Standard and Continental Oil companies from 1878 to 1886; the net special rates allowed to Murphy, Grant & Co.

D. O. Clark, superintendent of the Union Pacific coal department since 1874, was next called. Before that, from 1868 until 1874, he was connected with the Wyoming coal company. He didn't know who were the members of the Wyoming coal company. As superintendent of the coal department he had nothing to do with the acquirement of coal lands by the company. The lands were acquired by purchase. Many of the mines were opened before the lands were sureyevd. Lands were not opened by the company until a title had been acquired by the company. There was one case, witness remembered, where a mine was opened on indemnity land.

Witness had control, to a certain extent, of the price of coal. It was supposed to be furnished to the company at what it cost to put it on the cars. When asked if all dealers in Union Pacific coal along the line had received the same rates on coal shipments, the witness replied that they did; no rebates or preferential rates were allowed to anybody except during June, July and August, to pay dealers for carrying the coal over when there are few grain shipments and the company can employ its cars in hauling this coal.

Being asked whether Rock Springs coal was hauled at a higher rate to Sidney than to Omaha, Mr. Clark said this was not true so far as he knew.

A. J. Poppleton was next called. He stated that he was the general solicitor of the road. Up to July 1, 1869, he had simply been paid for what he did and was not expected to sign vouchers. Since January 1, 1880, his connection with the road had been closer, and he had been in the habit of signing vouchers.

The witness was shown a voucher in favor of N. B. Hoxie for services at Lincoln during the session of the legislature in January 1869, for $1,000. The voucher, witness admitted, was in his hand writing, and was signed by General Manager Snyder of the Union Pacific road. Witness couldn't remember, however, the facts in the case and was unable to explain the voucher. A voucher for $1,000 in favor of Wells Brewer of Lone Tree, for services rendered in Merrick county on March 10, 1880. The voucher was certified by Mr. Poppleton by S. H. H. Clark as general superintendent of the road. Mr. Poppleton was also unable to explain this voucher. A voucher in favor M. H. Sessions of Lincoln, Neb., for services rendered in August, 1875, in defending agents charged with influencing an election in Merrick county on the subject of aiding the Midland Pacific road with $180,000 in bonds in building to Central City. Mr. Poppleton said that the bonds were defeated and that an agent of the Union Pacific road was charged with using illegitimate means in bringing about this result. Mr. Sessions defended him and the bill was for this service. The witness was shown a voucher in favor of J. M. Thurston for legal services rendered at the supreme court, while in session at Lincoln, but had no recollection as to the circumstances of the case. A number of other vouchers were shown to the witness in favor of J. M. Thurston, but he had no recollection of the facts in the cases referred to.

Mr. Poppletan was asked who William R. Steele was. He replied that he had been an attorney of the road in Cheyenne, from 1869 to 1876. He was then elected delegate to the territorial legislature. He was then asked to explain a voucher in favor of Mr. Steele for $500, dated January 31, 1879. Mr. Poppleton then said that Mr. Steele had probably at that time resumed his place as attorney for the company, as witness believed he had been defeated as a candidate for re-election to the legislature. The witness declared emphatically that this money had not been paid him while a member of the legislature.

AFTERNOON SESSION.

John J. Dickey, the superintendent of the Pacific Telegraph company and of the Western Union telegraph lines along the Union Pacific road, was the first witness called at the afternoon session. He also stated that he was vice president of the Nebraska Telephone company. Mr. Kimball and himself were the only officers of the Union Pacific who had stock in the telephone company so far as he knew. There was no contract between the Pacific telegraph company and the telephone company.

When asked how the profits were divided between the Pacific and Western Union Telegraph companies, Mr. Dickey said each company received 50 per cent of the profits. The gross receipts last year amounted to $120,000. The Union Pacific's share of the net profits was $57,600.66. For 1885 they amounted to $53,654.82. Mr. Dickey was asked to produce a statement showing the net yearly receipts of the Union Pacific company from its telegraph lines since he had been superintendent.

Auditor Young, at the end of Mr. Dickey's examination, submitted a statement showing the system of bookkeeping in the land department and also a statement of the gross receipts of the Union Pacific company for the year 1885. Governor Pattison then called for statements showing the gross receipts of the company from the beginning. This called forth quite an argument on the part of Mr. Poppleton as to the meaning of the terms "gross receipts." Governor Pattison said he could make himself no clearer if he explained until the crack of doom. After some further talk Mr. Poppleton questioned the authority of the commission under the act of congress, to ask for the gross receipts. Judge Littler read the section of the act on this point and found that the word "gross earnings" was used.

"I don't see what authority this commission has to infer that the act don't mean what it says when it says "gross earnings," said Mr. Poppleton.

"We have discovered in the course of this investigation," said Governor Pattison, with an emphatic gesture, "that 'gross receipts' and 'gross earnings' are not synonymous; that there are thousands of dollars' difference between the two, and we want the statement called for so that we can find the difference."

"I have all the light I want on the subject," continued the governor, his voice rising as he spoke, "and if the company don't choose to furnish this information, I, as a commissioner, will report my sentiments on the subject. I simply ask for these statements in justice to the company."

"Well," said Mr. Poppleton, "if the statement for 1885 is what the commission wants, the only thing to do is to go through the books and make out similar statements for the other years, as nearly as it can be done. They can then go on the record and it won't be necessary for the commission to report its sentiments."

Mr. Poppleton was then placed on the stand and asked to explain a series of vouchers for legal expenses of the Union Pacific road. One of these vouchers was in favor of the lawyers on both sides of the Platte case referred to in Mr. Rosewater's testimony. Mr. Poppleton said he had gone to Platte after Mr. Schurtz's decision and told him that if the company was not entitled to the land he occupied that the company would prefer that he should have it in preference to anybody else, and the suit was accordingly brought as a test case to determine the rights of the Union Pacific road with respect to land grants. The witness was shown a number of vouchers in favor of John M. Thurston and other attorneys for "special" service, and asked to explain.

"The salary of an attorney in the legitimate legal business of the road wouldn't be charged as 'special services,' would it?" said Governor Pattison.

The witness said he wouldn't have so charged up a salary, but couldn't explain the vouchers. One was dated January 31, 1881, and was for special services from "October 31 to date."

Governer Pattison showed Mr. Poppleton a statement from J. G. McIntire, proprietor of the Arlington hotel at Lincoln, charging the Union Pacific company with board and rooms 9 and 10 for thirty-one days, preceding January 31, 1883, $186.00; rooms 31 and 32, thirty-one days from said date, $232.50; also board and rooms 9 and 10 twenty and a half days, from February 27, 1883, $139.15; also bres $40.35. The bill was accompanied by a voucher signed by John M. Thurston, "for hotel bill of self and employes of company at Lincoln for January and February, $690." Mr. Poppleton said he could not explain this as his name was not signed to it and he knew nothing about it. The witness was shown a large number of vouchers in favor of John M. Thurston for special services as attorney. He was unable to explain these, but thought they represented his salary during the months given.

"He don't seem to have received any regular salary," observed Judge Littler. "He only seems to have performed special services."

While on the stand Mr. Poppleton said the telegram produced by Mr. Rosewater was sent solely with reference to Mr. Grebe. Witness in sending the telegram was solely influenced by the motive of securing a man who would carry out the law. The road at that time was infested with three-card monte men, and Mr. Grebe had been more successful than any one else in dealing with them. The successful management of the road said Mr. Poppleton, depended on the efficiency of those charged with carrying out the law, and the sending of that telegram was not in pursuance of a general attempt to control elections in the interest of the Union Pacific road. He supposed that the employes would be willing to vote for Mr. Grebe for the reasons he had stated.

"My position on that occasion," said Mr. Poppleton, "has been justified by the fact that Mr. Grebe has been kept in the office of deputy sheriff ever since until about two months ago when he resigned. I would do the same thing again under the same circumstances."

Toward the end of Mr. Poppleton's examination General Traffic Manager Kimball entered and took a seat. As Mr. Poppleton was leaving the stand, Judge Littler turned to Governor Pattison and said with a hearty laugh.

"Here's Kimball in an opportune moment. He's a standing witness."

"Very well," said Governor Pattison, directing his attention to Mr. Kimball, "we'll hear you."

Mr. Kimball said he had a statement showing the diversion of traffic to other roads by the Union Pacific and from other roads to the Union Pacific under pools. He also submitted statements showing the rebates and overcharges paid by the Union Pacific company to the Consolidated Oil company from 1882 until June 22, 1887; the amount paid the Continental Oil company from 1881 unti 1887; the amounts paid the Standard Oil company from 1880 to 1887; and the amount paid by the Standard Oil company on returning tank cars, from 1884 to 1886. A statement had been called for showing the amount charged other shippers for hauling back empty tank cars during this period. Mr. Kimball said there was no record of any tank cars being hauled back for other oil companies during this period.

Governor Pattison, holding a letter in his hand addressed to the commission, inquired if it was true that if a car load of oats, lumber or coal is purchased at a certain price, it is invoiced to the company at a higher price. Mr. Young, of whom the question was asked, replied that purchases were charged up to expenses at the original price plus the freight and the cost of handling.

At the conclusion of Auditor Young's testimony, Judge Littler said if any of the officers of the company desired to make any additional statements in regard to the Union Pacific property they might do so.

Mr. Kimball said he had already submitted his views in writing. Mr. Poppleton said that while he had very decided views in regard to the management of the Union Pacific road and its disposition by congress, he was only a subordinate officer himself and preferred not to say anything. If he should decide to express himself, however, he would do so in writing and submit it to the commission.

George Pattison declared the commission adjourned and then said:

"I want to thank the Union Pacific officials at Omaha for their uniform kindness and courtesy since the commission had been in session here. I believe they have furnished the commission every facility in their power to aid them in their investigation."

This morning at 6 o'clock the commission will start from Omaha in their private car upon a personal inspection of the lines of the Union Pacific railway and to inquire into the relations of the railroads to the communities through which they pass. They will take testimony at the following places, on the days and at the hours indicated: Saturday, July 2, Columbus, at 9 a. m.; Grand Island, at 8 p. m. Monday, July 4, Lincoln, at 9 a. m. Tuesday, July 5, St. Joseph, Mo., at 8 a. m.; Marysville, at 2 p. m.; Lawrence, at 8 p. m. Wednesday, July 6, Leavenworth, at 10 a. m. Thursday, Friday and Saturday, July 7, 8 and 9, Kansas City, at 10 a. m. of each day.

Turners' Picnic.

F. Hermann and Louis Heimrod have selected the grounds for the Turners' picnic, which will take place July 24. The place selected for the picnic is Rural park, in Livingston Heights. The spot is a beautiful one, has a pretty lake, and a dancing pavilion for the accommodation of twelve sets. The Turners' picnic promises to be one of the greatest affairs of the kind given in this vicinity.

An Epidemic of Measles.

MONTREAL, July 1.—There is an epidemic of measles at Point St. Charles. At least 500 cases have been reported.

Hood's Sarsaparilla

Combines, in a manner peculiar to itself, the best blood-purifying and strengthening remedies of the vegetable kingdom. You will find this wonderful remedy effective where other medicines have failed. Try it now. It will purify your blood, regulate the digestion, and give new life and vigor to the entire body.

"Hood's Sarsaparilla did me great good. I was tired out from overwork, and it toned me up." MRS. G. E. SIMMONS, Cohoes, N. Y.

"I suffered three years from blood poison. I took Hood's Sarsaparilla and think I am cured." MRS. M. J. DAVIS, Brockport, N. Y.

Purifies the Blood

Hood's Sarsaparilla is characterized by three peculiarities: 1st, the *combination* of remedial agents; 2d, the *proportion;* 3d, the *process* of securing the active medicinal qualities.