THE OMAHA DAILY BEE.

SEVENTEENTH YEAR. OMAHA, WEDNESDAY MORNING, FEBRUARY 22, 1888. NUMBER 249.

PROVISIONS OF THE TREATY.

President Cleveland Sends the Document to the Senate.

HIS MESSAGE OF TRANSMITTAL.

He Expresses His Approval of the Articles and Hopes For Their Ratification—A Temporary Peace Protocol.

Cleveland's Message of Transmittal.

WASHINGTON, Feb. 21.—The senate to-day made public the fisheries treaty with the president's letter of transmittal. The president's letter, with the historical part omitted, is as follows:

To the Senate of the United States—In my annual message, transmitted to congress in December, 1886, it was stated that negotiations were then pending for a settlement of the questions growing out of the rights claimed by American fishermen in British North American waters. As a result of such negotiations a treaty has been agreed upon between her Brittanic majesty and the United States, concluded and signed in his capitol under my direction and authority on the 15th of February, inst., and which I now have the honor to submit to the senate with the recommendation that it shall receive the consent of that body, as provided in the constitution, in order that a ratification thereof may be duly exchanged and the treaty carried into effect. Shortly after congress had adjourned in March last, and in continuation of my efforts at such an agreement between the governments of Great Britain and the United States as would secure to the citizens of the respective countries the unmolested enjoyment of their rights under existing treaties and international communication in territorial waters of Canada and of Newfoundland, I availed myself of opportune occurrences indicative of a desire to make without delay an amicable and final settlement of a long standing controversy productive of much irritation and misunderstanding between the two nations, to send through our ministers in London proposals that a conference should take place on the subject at this capitol. The experience of the past two years had demonstrated the dilatory and unsatisfactory consequences of our indirect transaction of business through the foreign office in London, in which the views and wishes of the government of the Dominion of Canada were practically predominant, but were only to find expression at second hand. To obviate this inconvenience and obstruction to prompt and well defined settlement it was considered advisable that the negotiations should be conducted in this city and that the interests of Canada and Newfoundland should be directly represented therein. The treaty meets my approval because I believe it supplies a satisfactory, practical and final adjustment, upon a basis honorable and just to both parties, of the difficult and vexed question to which it relates. The greater part of the correspondence which has taken place between the two governments has heretofore been communicated to congress, and at as early a day as possible I shall transmit the remaining portion to this date, accompanying it with the joint protocols of the correspondence which resulted in the conclusion of the treaty now submitted to you. You will thus be fully possessed of the record and history of the case since the termination on June 3, 1885, of the fishery articles of the treaty of Washington of 1871, whereby we were relegated to the provisions of the treaty of October 20, 1818. As the documents and papers referred to will supply full information of the positions taken under my administration by representatives of the United States as well as those occupied by representatives of the government of Great Britain, it is not considered expedient to repeat them in this message. But I believe the treaty will be found to contain a just, honorable and therefore satisfactory solution of the difficulties which have relations with our neighbors on our northern boundary. Especially satisfactory do I believe the proposed agreement will be found by those of our citizens who are engaged in the open sea fisheries adjacent to the Canadian coast and restoring to those ports and harbors under treaty provisions the rule of international laws. The proposed delimitation of the lines of exclusive fisheries from the common fisheries will give certainty and security as to the area of their legitimate field. The headland theory of imaginary lines is abandoned by Great Britain, and the specification in the treaty of certain named bays, especially provided for, gives satisfaction to the inhabitants of shores without subtracting materially from the value or convenience of the fishery rights of Americans. Uninterrupted navigation of the Strait of Canso is expressly and for the first time affirmed and the four purposes for which our fishermen under the treaty of 1818 were allowed to enter the bays and harbors of Canada and Newfoundland within the belt of three miles are placed under a fair and liberal construction and their enjoyments received without such conditions and restrictions as in the past have harrassed and obstructed them so seriously. The enforcement of penalties for unlawfully fishing or preparing to fish within the inshore and exclusive waters of Canada and Newfoundland is to be accomplished under safeguards against oppressive or arbitrary action, thus protecting the defendant fisherman from punishment in advance of trials, delays and inconveniences and unn cessary expense.

The history of events in the last two years shows that not a feature of the Canadian administration was more harrassing and injurious than the compulsion upon our fishing vessels to make a formal entry and clearance on every occasion of temporarily seeking shelter in Canadian ports and harbors. Such inconvenience is provided against in the proposed treaty and a most frequent and just cause of complaint is removed. The articles permitting our fishermen to obtain provisions and the ordinary supplies of trading vessels on their homeward voyages, and under which they are accorded the further and more important privilege on all occasions of purchasing such casual or needful provisions and supplies as are ordinarily granted to trading vessels, are of great importance and value. The licenses which are to be granted without charge and application, in order to enable our fishermen to enjoy these privileges, are reasonable and proper checks in the hands of the local authorities to identify the recipients and prevent abuse, and can form no impediment to those who intend to use them fairly. The hospitality secured for our vessels in all cases of actual distress, with the liberty to unload and sell and tranship their cargoes, is full and liberal. These provisions will secure the substantial enjoyment of treaty rights for our fishermen under the treaty of 1818, for which contention has been steadily made in the correspondence of the department of state and our minister at London and by the present negotiators of the present treaty. The right of our fishermen under the treaty of 1818 did not extend to the procurement of distinctive fishery supplies in Canadian ports and harbors and on items supposed to be essential to wit: bait was plainly denied them by the explicit and definite words of that treaty of 1818, emphasized by the course of the negotiations and the express decisions which preceded the conclusion of that treaty. The treaty now submitted contains no provision affecting tariff duties, and, independently of the position assumed upon the part of the United States that no attention in our tariff or other domestic legislation could be made as the price or consideration of obtaining the rights of our citizens secured by treaty, it was considered more expedient to allow any change in the revenue laws of the United States to be made by the ordinary exercise of legislative will and in promotion of public interests. Therefore the addition to the free list of fish, fish oil, whale and seal oil, etc., recited in the last articles of the treaty is wholly left to the action of congress, and in connection therewith the Canadian and New Foundland right to regulate sales of bait and other fishing supplies within their own jurisdiction is recognized, and the right of our fishermen to freely purchase these things is made contingent by this treaty upon the action of congress in the modification of our tariff laws. Our social and commercial intercourse with those populations who have been placed upon our borders and made forever our neighbors is made apparent by a list of United States common carriers, marine and inland, connecting their lines with Canada, which was returned by the secretary of the treasury to the senate on the 7th day of February, 1888, in answer to a resolution of that body, and this is constructive as to the great volume of mutually profitable interchanges which has come into existence during the last half-century. This intercourse is but impartially developed, and if amicable enterprise and wholesome rivalry between the two populations is not obstructed the promise of the future is full of fruit of an unbounded prosperity on both sides of the border. The treaty now submitted to you has been framed in a spirit of liberal equity and reciprocal benefits in the conviction that mutual advantages are the only permanent foundation of peace and friendship between states, and that with the adoption of the agreement now placed before the senate, beneficial and satisfactory intercourse between the two countries will be established so as to secure perpetual peace and harmony. In connection with the treaty herewith submitted, I deem it also my duty to transmit to the senate a written offer of arrangement, in the nature of a modus vivendi, tendered after the conclusion of the treaty on the part of the British plenipotentiaries to secure kindly and peaceful relations during the period that may be required for consideration of the treaty by the respective governments and for the enactment of necessary legislation to carry its provisions into effect, if approved. This paper—freely and on their own motion signed by the British conferees—not only extends advantages to our fishermen pending the ratification of the treaty, but appears to have been directed by a friendly and amicable spirit. I am given to understand that the other governments concerned in this treaty will, within a few days, in accordance with their methods of conducting public business, submit said treaty to their respective legislatures, when it will be at once published to the world. In view of such action, it appears to be advisable that by the publication here early and full knowledge of all that has been done in the premises should be afforded to our people. It would also seem to be useful to inform the popular mind concerning the history of the long-continued disputes growing out of the subject embodied in the treaty and to satisfy public interest touching the same, as well as to acquaint our people with the present status of the question involved and to give them the exact terms of the adjustment in place of the exaggerated and imaginative statements which will otherwise reach them. I therefore beg to respectfully suggest that said treaty and all such correspondence, messages and documents relating to the same as may be deemed important to accomplish these purposes be at once made public by order of your honorable body.

GROVER CLEVELAND,
EXECUTIVE MANSION, Feb. 20, 1888.

Articles of the Treaty.

WASHINGTON, Feb. 21.—The following is the substance of the articles of the treaty:

Article 1. The high contracting parties agree to appoint a mixed commission to delimit, in the manner provided in this treaty, the British waters, bays, creeks and harbors of the coasts of Canada and Newfoundland, and to which the United States, by Article 1 of the convention of October 20, 1818, between the United States and Great Britain, renounced forever any liberty to take, dry or cure fish.

Art. 2. The commission shall consist of two commissioners to be named by her Britannic majesty and two commissioners to be named by the president of the United States without delay after the ratification of this treaty.

Art. 3. The delimitation referred to in Article 1 of this treaty shall be marked upon the British admiralty charts by a series of lines regularly numbered and duly described. The charts so marked shall, on the termination of the commission be signed by the commissioners. The delimitation shall be made in the following manner and shall be accepted by both the high contracting parties as applicable for all purposes under article 1 of the convention of October 20, 1818, between the United States and Great Britain. The three marine miles mentioned in article 1 of the convention of October 20, 1818, shall be measured seaward from low water mark, but at every bay, creek or harbor not otherwise specifically provided for in this treaty, such three marine miles shall be measured seaward from a straight line across the bay, creek or harbor in the part nearest the entrance at the first point where the width does not exceed ten marine miles.

Art. 5. Nothing in this treaty shall be construed to include within common waters any such interior portions of any bays, creeks or harbors as cannot be reached from the sea without passing within the three marine miles mentioned in article 1 of the convention of October 20, 1888.

Art. 6. The commissioners shall from time to time report to each of the high contracting parties such lines as they may have agreed upon, numbered, described and marked as herein provided, which lines so reported shall forthwith from time to time be simultaneously proclaimed by the high contracting parties and be binding after two months from such proclamation.

Art. 7. Any disagreement of the commissioners shall forthwith be referred to an umpire selected by the secretary of state of the United States and her Brittanic majesty's minister at Washington, and his decision shall be final.

Art. 8. Provides for the settlement of the expenses of the commission.

Art. 9. Nothing in this treaty shall interrupt or affect free navigation of the Strait of Canso by fishery vessels of the United States.

Art. 10. United States fishery vessels entering the bays or harbors referred to in article 1 of this treaty shall conform to the harbor regulations common to them and the fishing vessels of Canada or of Newfoundland. They need not report, enter or clear when putting into such bays or harbors for shelter or repairing damages nor when putting into the same outside the limits of established ports of entry for the purpose of purchasing wood or of obtaining water, except that any such vessel remaining more than twenty-four hours, exclusive of Sundays and legal holidays within such port or communicating with a shore therein, may be required to report, enter or clear, and no vessel shall be excused hereby from giving due information to the boarding officers. They shall not be liable in such bays or harbors for compulsory pilotage, nor when therein for the purpose of shelter, of repairing damages, of purchasing wood or of obtaining water, shall they be liable for harbor dues, tonnage dues, buoy dues, light dues, or other similar dues: but this enumeration shall not permit other charges inconsistent with the enjoyment of the liberties reserved or secured by the convention of 1818.

Art. 11. United States fishing vessels entering the ports, bays and harbors of the eastern and northeastern coasts of Canada, or of the coasts of Newfoundland under stress of weather or other casualty may unload, re-load, tranship or sell, subject to custom laws and regulations, all fish on board when such unloading, transhipment or sale is made necessary as incidental to repairs, and may replenish outfits, provisions and supplies damaged or lost by disaster, and, in case of death or sickness, shall be allowed all needful facilities, including shipping of crews. Licenses to purchase in established ports of entry of the aforesaid coasts of Canada or Newfoundland for the homeward voyage such supplies as are ordinarily sold to trading vessels shall be granted to United States fishing vessels in such ports or harbors, upon application and without charge, and such vessels having purchased licenses in the manner aforesaid shall also be accorded upon all occasions such facilities for the purchase of casual or needful provisions and supplies as are ordinarily granted to trading vessels; but such provisions or supplies shall not be obtained by barter nor purchased for resale or traffic.

Art. 12. Fishing vessels of Canada and Newfoundland shall have on the Atlantic coast of the United States all the privileges reserved and secured by this treaty to United States fishing vessels in the aforesaid waters of Canada and Newfoundland.

Art. 13. The secretary of the treasury of the United States shall make regulations providing for conspicuous exhibition by every United States fishing vessel of its official number on its bow, and any such vessel failing to comply with this regulation shall not be entitled to a license.

Article 14. The penalties for unlawfully fishing in the waters, bays, creeks and harbors referred to in article 1 may extend to forfeiture of the boat or vessel and appurtenances and also of supplies and cargo aboard when the offense was committed, and for preparing in such waters to unlawfully fish therein penalties shall be fixed by the court not to exceed those for unlawfully fishing, and for any other violation of the laws of Great Britian, Canada or Newfoundland relating to the right of fishing, penalties shall be fixed not exceeding $3 for every ton of the boat or vessel concerned. The boat or vessel may be holden for such penalties and forfeitures. The trial (except on appeal) shall be at the place of detention unless the judge shall, on the request of the defense, order it to be held at some other place adjudged by him more convenient. Security for costs shall not be required of the defense except when bail is offered. Reasonable bail shall be accepted. There shall be proper appeals available to the defense only, and the evidence at the trial may be used on the appeal. Judgments of forfeiture shall be reviewed by the government of Canada in council or the government in council of Newfoundland before the same are executed.

Art. 15. Whenever the United States shall remove the duty from fish oil, whale oil, seal oil and fish of all kinds (except fish preserved in oil), being the produce of fisheries carried on by the fishermen of Canada and Newfoundland, including Labrador, as well as from usual and necessary casks, barrels, kegs, cans and other usual and necessary coverings containing the products above mentioned, like products being the produce of fisheries carried on by fishermen of the United States as well as usual and necessary coverings of the same, as above described, shall be admitted free of duty into the Dominion of Canada and Newfoundland, and upon such removal of duties and while the aforesaid articles are to be brought into the United States by British subjects, without duty being reimposed thereon, the privilege of entering the ports, bays and harbors of the aforesaid coasts of Canada and Newfoundland shall be accorded to United States fishing vessels by annual licenses, free of charge, for the following purposes, namely: Fist, The purchase of provisions, bait, ice, seines, lines and all other supplies and outfits. Second, The transhipment of the catch for transport by any means of conveyance. Third, The shipping of crews. Supplies shall not be obtained by barter, but bait may be so obtained. Like privileges shall be continued or given to fishing vessels of Canada and Newfoundland on the Atlantic coast of the United States.

Art. 16. This treaty shall be ratified by the president of the United States by and with the advice and consent of the senate and by her Britanic majesty. Having received the assent of the parliament of Canada and of the legislature of Newfoundland, the ratifications shall be exchanged at Washington as soon as possible.

The modus vivendi referred to in the president's letter is in the shape of a protocol, drawn up by the British plenipotentiaries. It states that, considering the position which will be created by the immediate commencement of the fishing season before the treaty can possibly be ratified, that the old conditions which have given rise to so much contention might be revived and interfere with an unprejudiced consideration of the treaty. Under these circumstances, and with an anxious desire to promote good feeling and remove all subjects of controversy, the British plenipotentiaries propose a temporary arrangement for a period not exceeding two years, that the privilege of entering the bays and harbors of the Atlantic coast, Canada and Newfoundland be granted United States fishing vessels by annual licenses at a fee of $1.50 per ton, for the purpose of purchasing bait, ice, seines, lines and other supplies for the trans-shipment of the catch and shipping crews. If, during the continuance of the arrangement, the United States should remove the duties specified in the treaty above, licenses shall be issued free of charge. United States fishing vessels entering and not remaining more than twenty-four hours in harbor shall not be required to enter or clear, providing they do not communicate with the shore, a forfeiture to be exacted only for fishing or preparing to fish in territorial waters.

The American plenipotentiaries express satisfaction with the above protocol.

Business Troubles.

NEW YORK, Feb. 21.—A receiver for the embarrassed ivory dealers, F. Grote & Co., has been appointed. Their liabilities are $310,000, and their nominal assets $428,000.

PITTSBURG, Feb. 21.—Graff, Bennett & Co., iron manufacturers of this city, filed a deed of assignment to-day. The failure was a great surprise. In 1883 the firm failed for about $1,200,000, and were granted an extension. Since then they have paid about two-thirds of their indebtedness, and were supposed to be doing well. The cause of the failure was the investment of all their profits in extension of their plant. No statement has yet been made, but it is understood the secured liabilities are about $600,000, and unsecured liabilities from $600,000 to $800,000. The latter consists of notes for ore and other materials. The assets are believed to be about $800,000. Judgments aggregating $70,000 were entered against the firm this morning.

Bennett has been building a new mill at Millvale, Pa., which it is claimed has been taking nearly call the cash receipts of the firm. He also bought a steel plant on Lake Champlain and iron works at Buffalo. The result of this policy it is said has been heavy accumulation of indebtedness for materials for the various works owned by the firm. This class of indebtedness, it is said, amounts to $500,000. The total liabilities are in the neighborhood of $1,200,000, and the assets from $600,000 to $800,000.

ROME, Feb, 21.—Fratelli & Moroni, contractors, have failed, with liabilities of fifty million lire.

An Obnoxious Examiner Retired.

NEW YORK, Feb. 21.—[Special Telegram to the BEE.]—Harold C. Knox, assistant United States bank examiner, has resigned because of the reduction of salary from $2,600 to $1,600 yearly. Rumor says he was crowded out for investigating the Fourth National bank so thoroughly last December that President Baldwin's resignation soon followed. Knox is a nephew of John Jay Knox, ex-comptroller of currency, now president of the National bank of the Republic of New York. Young Knox, though a republican appointee, was retained by Examiner Schneider. When the time arrived to examine the Fourth National, Knox one morning appeared at the door before the opening, went to work when it opened and found the legal reserve fund not on hand. Soon after this President Baldwin resigned, although Comptroller Trenholm declared the irregularity a trivial one. The Fourth National bank is generally known as the Broker's bank, Wall street men having big dealings there. It cashed Jay Gould's $4,000,000 check, the largest on record. When Jay Cooke failed the bank was a big creditor, as also when Fisk & Hatch collapsed. The bank has a capital of $3,200,000, a surplus of $640,000; unpaid dividends, $472,000. Mr. Knok says he was never approached or influenced any way in connection with the reports.

An Editor's Failing Sight.

NEW YORK, Feb. 21.—[Special Telegram to the BEE.]—Joseph Pulitzer, editor of the World, is still suffering with a malady which seriously threatens to destroy his vision. The results of medical treatment so far have not been the kind to encourage the hope of recovery or even to exclude the possibility of complete loss of vision. Pulitzer has been confined to a dark room for a considerable period, and recently went to Santa Barbara, Cal. It is now reported that the oculists at Santa Barbara are disposed to advise further change and rest.

The Boy Pianist.

NEW YORK, Feb. 21.—[Special Telegram to the BEE.]—The decision of the parents of young Josef Hofmann, the boy pianist, to close his engagement Saturday and take him home on account of failing health, has made Manager Abbey very wroth. He has begun action against the father for $57,000 for breach of contract and last evening attached Hofmann's trunks. Abbey claims the boy is in excellent health.

NOT THE APPROVED PLANS.

An Official Report on the Omaha-Council Bluffs Bridge.

THE LOCATION UNAUTHORIZED.

Total Disregard of the Law—Lincoln as a Port of Entry—Senator Manderson's Pension Bill—The Democratic Convention.

Disobeying the Law.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., Feb. 21.

In response to Senator Manderson's resolution of inquiry, adopted on January 19, the secretary of war sent to the senate to-day reports of the chief of engineers and the president of the Missouri river commission, stating that the bridge being constructed across the Missouri river between Omaha and Council Bluffs is not being built in accordance with the requirements of the law of March 3, 1887, which authorized it. The chief of engineers in his letter to the secretary of war says: "Upon examination of the bridge now under construction it is found that it is not being built in accordance with the act of March 3, 1887, and upon the location, plans and specifications approved of by the secretary of war, which provides for three spans of 300 feet and five spans of 160 feet, with a uniform height for the two western 300 feet spans. In the bridge as now being built, the first span from the Omaha side is 400 feet, the next two are 250 feet, and these are followed by four of 150 feet. The bridge is being constructed as a combined railway and wagon bridge, and in this particular is believed to be in accordance with the provisions of the act of March 3, 1887."

THE ENGINEER'S REPORT.

Colonel Charles S. Suter, president of the Missouri river commission, states in his report that in order to obtain the information called for in the senate resolution he directed Lieutenant Theodore A. Bingham, corps of engineers U. S. A., secretary of the Missouri commission, to go to Omaha and investigate the matter. This duty was performed and a copy of Bingham's report, which is exhaustive and accompanied by maps and drawings, is enclosed. Colonel Suter, in the course of his letter of transmittal to the chief of engineers, says: "It will be seen that the construction of the bridge has been commenced and is progressing rapidly. It also appears that in its construction the company have entirely disregarded the plans submitted by them to the secretary of war, and approved by him, both in regard to the location and the general design of the bridge. These plans, which were sent to me with your letter of instructions of July 26, 1887, called for a location of the west end of the bridge at the foot of Dodge street in Omaha. As being built the west end is at Douglas street, one block south of Dodge.

THE LAW NOT OBEYED.

"The plans approved called for spans of widths as follows, from the Omaha side, viz: Three of 300 feet and five of 160 feet, with a uniform height for the two western 300 feet spans. As being built the first span from the Omaha side is 400 feet, the next two of 250 feet and these are followed by four of 150 feet. The full height is only given to the 400 feet span. In the others the trusses carrying the roadway are dropped below those carrying the railroad tracks. If these changes in the plans have been approved by the secretary of war I have not been so informed.

"The plan, as now being carried out, is assentially the same as was first submitted to the secretary of war. This plan was at that time referred to me and reported on under date of February 8, 1887. The design met with my approval, as I considered that with a 400 feet span over the main channel and two 250 feet spans adjacent thereto, better accommodation was afforded to navigation than by the three 300 feet spans required by law, while the waterway would be the same. Subsequently I was informed that the plans had been modified on account of the decision of the secretary of war that the first ones did not conform to the requirements of law in regard to width of span."

THE ENGINEER'S RECOMMENDATIONS.

"I presume that the facts herein enumerated will enable the secretary of war and congress to decide as to the question of law involved; but I must beg leave to reiterate here my opinion, previously expressed, that, fo far as concerns the interests of navigation which the law is designed to protect, the bridge, as now being constructed, will be a far better one than would have been the case with the officially approved plans. All that is needed in the way of change is to require the carriage way trusses of the two last river spans to be through instead of deck spans. This would require that the supporting piers be raised, the grade line remaining unaltered. These spans could then be used by boats at high stages of water, which, under the present system of construction, would be impossible."

WHAT SENATOR MANDERSON SAYS.

This afternoon I asked Senator Manderson what further would be done on the bridge business. "Nothing that I know of," he replied. "Surely nothing by congress. I have brought out the information from the secretary of war that the bridge is not being constructed according to law, and the enforcement of the law is within the power of the secretary of war, with whom the subject is now left."

THE OMAHA BUILDING BILL.

Mr. McShane submitted his report to the house to-day on the Omaha building bill, and reported that it would be called up at once and acted upon. It was arranged that a number of bills from the committee on public buildings and grounds should be taken under consideration to-day, but it was so late when the time arrived for the work, and so plain that but little could be done, that the chairman entered into an agreement by which one week from day after to-morrow—Thursday, March 1—was set apart for the consideration of public building bills. The order may run over a day. Mr. McShane says there is little doubt that the Omaha bill will be one of the first passed under the special order on the 1st prox.

THE G. A. R. PENSION BILL.

Mr. Manderson expected to make a speech in the senate this afternoon on his general disability pension bill, but District of Columbia matters came up and occupied the time. Mr. Manderson wanted to explain that his bill, which is known as the G. A. R. bill, having received the endorsement of that organization, is different from the dependent pension bill which the house passed at the last session and which was vetoed, in that it is a disability measure and pensions according to disability instead of dependency.

LINCOLN TO BE A PORT OF ENTRY.

A bill was introduced in the senate to-day by Mr. Manderson making Lincoln, Neb., a port of entry. Mr. Manderson stated to the BEE correspondent this afternoon that Lincoln had, in his estimation, all the qualifications necessary to be made a port of entry and that since the people there wanted it he couldn't see why it shouldn't be made a port. He stated further that it was quite an advantage to importers to have a port of entry at the city where they do business; that it enabled them to get their goods in bond direct from the importers, avoiding the losses, inconveniences and delays incident to port examination and invoice at New York or other seaboards, and that Lincoln had sufficient inland transportation to recommend the proposition.

ST. LOUIS GAINING GROUND.

Although the prospects of securing the democratic convention at Chicago are still good, St. Louis is nevertheless gaining votes and when the San Francisco phalanx goes to pieces, as it probably will on the second or third ballot, enough delegates who now favor that city will vote for St. Louis to make the result exceedingly uncertain. The boom for San Francisco is over and some of its most earnest advocates recognize the impracticability of holding the convention there. While the enthusiasm incited would doubtless tend to increase the democratic vote in that section the committeemen are beginning to see how long, tiresome and expensive a journey they must take. Yesterday San Francisco claimed twenty-one votes. To-day she claims eighteen but will not probably receive more than fourteen or fifteen on the first ballot, which will be her greatest show of strength as no one is for San Francisco as a second choice. The St. Louis people claim twenty votes but will have about twelve and Chicago a similar number. If Chicago receives as many votes as St. Louis on the first ballot there will be a great deal of surprise. The balance will be divided between Cincinnati and New York. The two last named cities are entirely out of the question, but the southern and southwestern votes, as well as the entire territories, will go to St. Louis. Strange to say, the most effective argument used against Chicago is that the mayor and police authorities are republicans, and the St. Louis people claim they would be mean enough to take advantage of any moral weakness on the part of the democrats for political capital.

"If you go to Chicago," say the St. Louis people, "and any of the delegates succumb to the fascinations of Venus or Bacchus, a republican policeman will be standing ready to grab you, lock you up for the night and exhibit you in the police court the next morning. The record of the arrest of a few delegates to the democratic convention would be as good a political argument as the republicans of that city would want. The influence of this sort of talk, however, has been counteracted by Senator Farwell and other republicans who have given assurance that the republican administration of the city will not take advantage of the weakness of any democratic politician, who may happen to fall into the hands of the police, and have assured the members of the committee that everybody will be justly and honorably treated.

DENNIS KEARNEY'S VIGOROUS VIEWS.

Whil e sitting up against the screen-work which cuts off the reporters from the public gallery in the senate this afternoon, Dennis Kearney, the famous sand-lot agitator of San Francisco, who is here working for the passage of the bill absolutely prohibiting Chinese immigration to any extent, got up from a place where he had been watching Riddleberger speaking and came over and sat down so close that he could talk through the partitions.

"Do you know where the democratic convention is going?" He asked. I could not tell him.

"Well," he said, "I can inform you, it's going to Chicago. No, San Francisco is not going to get it. Yes, our people are claiming twenty-five votes already pledged, but we haven't got 'em. San Francisco people talk a good deal. It would not be well for the president to have the convention on the Pacific slope. It is protection tariff out there. But tariff doesn't rise to the importance of the Chinese question with us. Chinese immigration beats everything out there. I am going to camp in front of Belmont's door over at the house committee on foreign affairs to-morrow, and stay there till he reports the Chinese prohibition bill. If he don't do it Cleveland is gone and the democratic party is beaten and can never be revived."

"What has become of McSweeney, the assisted emigrant that was used in the last campaign to get votes for Cleveland?" I asked.

"He has a roving commission out on the Pacific slope," replied Kearney, "and gets $5 a day and expenses from the government. McSweeney is a political fraud. He was no more an American citizen than Gladstone is. But that's the way with this administration. Us fellows who did the work and who are expected to do it in this campaign get nothing, while the inoffensive democrats and mugwumps get the plums. I haven't seen the president yet, but intend to call upon him and have an understanding about some things before I return to San Francisco." Then the agitator, who is a stumpy man about forty years old, with a light moustache, a bob tail coat, and a slouch hat, entered into another explanation of why the democratic convention would go to Chicago and be held early in June. He seemed to have a good deal of correct information on the subject. Kearney is down on the old men in the senate, whom he refers to as "old women, not fit to make laws for a thriving young Republic" and says they ought to go out.

APPROVED AS RESERVE AGENT.

The comptroller of the currency has approved the American National bank of Kansas City as reserve agent for the Second National bank of Dubuque.

PERRY S. HEATH.

On to Florida.

WASHINGTON, Feb. 21.—The presidential party left Washington at 11:45 this morning by the Pennsylvania and Atlantic coast lines for a visit to the sub-tropical exposition at Jacksonville, Fla. The party consisted of the president and Mrs. Cleveland, secretary and Mrs. Whitney, colonel and Mrs. Lamont, the president's valet and Mrs. Cleveland's maid. They used a special train composed of an engine, baggage car and drawing room car. The train will make its first stop at Savannah, Ga., where it will arrive at 8 to-morrow morning. The party will remain there an hour and will take a drive through the principal thoroughfares. They will arrive at Jacksonville at 1 in the afternoon. Thursday will be spent in St. Augustine and the start for home will be made Friday morning.

Before the hour of departure, Secretary and Mrs. Endicott, Mrs. Fairchild, Secretary Vilas and Postmaster General Dickinson, who came to see the party off, had reached the station. About twenty minutes to 12 Colonel Lamont and his wife drove up, preceding the president but a few minutes, and took their places in the car. The president exchanged salutations with a few persons who were in waiting. Taking their places in the car the party supplied themselves with newspapers and the train started a few minutes past twelve. Besides the presidential party, General Manager Myers of the Pennsylvania railroad company, and Albert Reed, representing the Atlantic Coast Line railroad company, who will take charge of the train when it reaches Richmond, the northern terminus of that line. The presidential train was the second section of the southern fast mail. On the first section, which started at 10:37, were a number of senators who will reach Jacksonville, Fla., a few minutes in advance of the second section.

Consul to Liberia.

WASHINGTON, Feb. 21.—Rev. J. C. Price, colored president of the Livingston college, Salisbury, N. C., has been appointed by the president minister resident and consul general of the United States to Liberia. Price has not yet decided whether he will accept or not.

Postal Changes.

WASHINGTON, Feb. 21.—[Special Telegram to the BEE.]—A postoffice was established at Henderson, York county, Neb., and H. W. Fay appointed postmaster.

Mr. Corcoran's Condition.

WASHINGTON, Feb. 21.—The condition of Corcoran is not so favorable this morning. He is much weaker.

The Fidelity Cases Ended.

CINCINNATI, Feb. 21.—Miss Josie Holmes was released from jail this morning on motion to nolle the indictment against her in consideration of her having given testimony in the case. This is the last of the eight Fidelity indictments.

A Fatal Mistake.

LEXINGTON, Ky., Feb. 21.—Miss Jessie Bryan, daughter of a wealthy farmer near this city, died in horrible agony this morning from taking "Rough on Rats" by mistake for quinine.

FOOTPAD AND MURDERER.

Jack Keith Recognized as Hynson's Slayer at Kansas City.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—Jack Keith, a notorious crook who is on trial here for highway robbery, has been identified as the murderer of Allan M. Hynson, a young man who was fatally shot in an encounter with footpads the night of January 11 at Tenth and Tracy avenue. He was identified by n negro now confined in the jail with Keith, who says: "I was coming along Independence avenue that night and had gotten to Forest, when I heard the shots. I ran up the street in the direction of the shooting and had gotten to Ninth street when two men came running down the street with pistols in their hands. I was within twenty feet of them before I turned and ran back. One of them hollered at me to halt and ran at me with a knife. I didn't stop. I was within twenty feet of Keith. It was a bright night. The snow was on the ground and at that distance I could see him plainly."

The chief of police states that he has all along been of the opinion that Keith was the murderer, and knows he was in the city at the time, though Keith claims to have been in Belleville, Ill. It was this murder that caused the reign of terror that existed here in January regarding footpads.

Bad Failure at Kansas City.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—An attachment suit was filed in the circuit court here to-day against J. K. Landis, the owner of the Landis livery and transfer company here, for $10,000. It is now learned that Landis is practically insolvent, his liabilities being of a large amount, exactly how much is not yet known. About three weeks ago Landis turned over the greater portion of his property, to the amount of $105,000, to Edward H. Webster and James T. Holmes as executor for notes to that amount held by the latter. There have been rumors for some time past that Landis was in financial straits, but the fact has not been made generally known until to-day. Landis has had a rather adventurous career. Previous to coming to Kansas City he was the projector of a big land scheme at Vineland, N. J., which failed and carried down with it many innocent people who had been drawn into it. Family trouble has also fallen upon Mr. Landis, for a few months ago his wife received a divorce from him for infidelity. He was formerly in partnership here with G. L. Moulten in the transfer business, but purchased his partner's interest and has been conducting the business himself, operating also extensively in real estate and building.

Fell Heir to a Fortune.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—W. D. Sterry, an old scenic artist well known on the streets and who has done work in his line for the various Kansas City theaters for years, received notice to-day that his aunt, Marian Sterry, by her death at Lansingburg, N. Y., had left him one of the heirs to her large fortune. The information was received in the form of a notice citing him to appear before the surrogate court of Rennesslear county on April 2, when the will will be proved. The only living heirs are five in number and are all very old. Mr. Sterry is sixty and his aunt, at the time of her death, was eighty-seven. Sterry's mother is living in Troy, N. Y., of which place Lansingburg is a suburb, at the advanced age of seventy-seven. The value of the estate cannot be learned, but it is said to be very large.

Ross and Hellhak to Wrestle.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—William Ross, the pugilist and athlete, and Alois Hellhak, a Cincinnati wrestler, to-day signed articles of agreement to wrestle for $50 a side. The money was deposited in the hands of Charles E. Montgomery. The match is to take place within ten days, but the place has not yet been decided upon. It is to be on a bare floor, catch-as-catch-can, still catch weights, and best two falls in three. Ross is well know in Kansas City. He recently knocked out Joe Iausey at Wyandotte in a five-round skin glove contest. Hellhak has a good reputation as a wrestler.

Regulating Kansas City Saloons.

KANSAS CITY, Mo, Feb. 21.—[Special Telegram to the BEE.]—The business men and temperance people of Kansas City to-day organized a law and order league for the purpose of enforcing the laws relating to saloons. It has been discovered that many of the saloons here procured their licenses illegaily and this will be further investigated. The county court to-day issued an order that they would hereafter renew no licenses of saloons kept open on Sunday. The Sunday saloon closing law is severe, but it is not enforced, hence the action mentioned.

Kansas Rates Discussed.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—The representatives of the Colorado & Utah Railroad association held another meeting to-day and devoted the time to the discussion of Kansas rates. Finally, however, a committee was appointed to settle this question, consisting of the assistant general freight agents of all the lines interested, with instructions to report to-morrow noon. Kansas rates have been for some time in a very unsettled condition.

The Freight Rate War.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—The freight rate war still continues without important change. The other roads met the reduction of the St. Paul on fifth class to 11½ cents this morning. The following is the latest schedule; Class 1, 27 cents; class 2, 25 cents; class 3, 17 cents; class 4, 14½ cents; class 5, 11½ cents. There are no signs of any settlement yet, and the agents are not exerting themselves to get business.

High Water at Kansas City.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—The Missouri river is rising rapidly. It registered 13.4 above low water mark this morning. The Kaw river has risen six feet since yesterday morning and is now above the point where the ice gave way near the Rock Island bridge. The current of the Missouri is carrying large masses of ice and all the steamboats are moored in the cove on the Clay county side to be out of danger.

Kansas City's Association Team.

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—Manager Dave Rowe of the Kansas City American association base ball team returned from the east to-day in accordance with the telegram sent him some days since. No more players have been signed and none will be until after the association meets in March.

The Jury Disagreed

KANSAS CITY, Mo., Feb. 21.—[Special Telegram to the BEE.]—The jury in the case of Paul Enders, charged with the murder of Joseph Peters, were discharged to-day, failing to agree, standing ten for conviction and two for acquittal. They had been out two and a half days.

A New Railroad Manager.

HANNIBAL, Mo., Feb. 21.—[Special Telegram to the BEE.]—W. C. Modisett has been appointed manager for the Chicago, Burlington & Quincy, Hannibal & St. Joseph, and St. Louis, Keokuk & Northwestern companies, via J. E. Terre, deceased.

Steamship Arrivals.

NEW YORK, Feb. 21.—[Special Telegram to the BEE.]—Arrived—The Greece and Egyptian Monarch, from London.

MOVILLE, Feb. 21.—Arrived—The Ethiopia, from New York for Glasgow.

PHILADELPHIA, Feb. 21.—Arrived—The Vaterland, from Antwerp.

GLASGOW, Feb. 21.—Arrived—The Manitoban, from Philadelphia.

SHOT DOWN BY HIS FRIEND.

Discovery of the Murderer of Valentine Gulcher.

THE LIVE STOCK ASSOCIATION.

First Day's Session at Kearney—Three Jail Birds Escape at Falls City—Safe Crackers at Work

The Grand Island Murder.

GRAND ISLAND, Neb., Feb. 21.—[Special Telegram to the BEE.]—The murderer of Valentine Gulcher, as decided by the coroner's jury at the conclusion of the inquest last night, is August Moeller. Circumstantial evidence as given by each of the witnesses in their testimony showed very conclusively that Moeller was the perpetrator of the most atrocious and cold blooded murder ever committed in this vicinity. Moeller boarded at the same place as Gulc