

ALL READY FOR FINAL VOICE

House Finishes Debate on the Pacific Funding Bill.

MEASURE TO BE VOTED ON TOMORROW

Members Have Their Final Say Under the Five-Minute Rule—Adoption of Amendment of Minor Importance.

WASHINGTON, Jan. 9.—The debate in the house of representatives on the Pacific railway funding bill came to a close at 5 o'clock this afternoon, and the final vote on the bill and eleven amendments and substitutes will be taken Monday noon on the assembling of the house. The debate today was of that fragmentary character incident to a five-minute debate, and was not productive of any new features. But one vote was taken, and that on an amendment of comparatively minor importance, by Mr. Parker of New Jersey, enlarging the description of the assets covered by the government lien and requiring the consent of the secretary of the treasury to any sale made by the roads under the terms of the bill. Mr. Powers retained the amendment, but it passed by a decisive majority. During the day, Mr. Northway of Ohio offered an amendment to the Harrison substitute providing for a national commission to effect a settlement, which, on being approved by the president, shall become operative.

After a brisk controversy early in the day the order made last night for the arrest by the sergeant-at-arms of all members absent from the session last night, pending night, was legislation to be approved by the president, shall become operative. After a brisk controversy early in the day the order made last night for the arrest by the sergeant-at-arms of all members absent from the session last night, pending night, was legislation to be approved by the president, shall become operative.

Members Left Off. A preliminary flurry occurred over a motion by Mr. Henderson, republican of Iowa, to reconsider the resolution adopted at the night session of the house last night, directing the sergeant-at-arms to arrest absent members and bring them to the bar of the house on next Tuesday. A preliminary flurry occurred over a motion by Mr. Henderson, republican of Iowa, to reconsider the resolution adopted at the night session of the house last night, directing the sergeant-at-arms to arrest absent members and bring them to the bar of the house on next Tuesday.

Mr. Thomas, republican of Michigan, who secured the adoption of the order for the arrest of all absent members, defended the justice of bringing in the absentees at the Friday night session, when private pension bills are considered, because they practically brought the session to a standstill. There was much confusion as Mr. Thomas sought to read the names of all members absent last night. He said he wanted the country to know just who were responsible for this delay in legislation.

After many objections the speaker ruled that the names could not be read as part of Mr. Thomas' remarks, and they were accordingly read from the desk amid a loud murmur of disapproval. It disclosed 233 absent from the night session and now subject to arrest. Mr. Grosvener caused a laugh by asking if the sergeant-at-arms was to turn up the potatoes, looking and food for his prisoners.

POLITICS CROP OUT

Mr. Meredith, democrat of Virginia, interposed the statement: "I suggest that the gentleman (Thomas) have read his petition to the committee on pensions under the next administration." "There is no such petition and the gentleman (Meredith) knows it," returned Mr. Thomas warmly. "I have heard it was in existence," said Mr. Meredith.

The motion to reconsider was adopted—120-109. Mr. Thomas sought to get a record vote, but failed. The call for a ye and nay vote was defeated—16 to 165. "In the weaker counting members now under arrest," interposed Mr. Thomas, as a last resort. "The speaker is not aware that any member of the house is under arrest," responded Mr. Reed, sharply.

"No arrests have been made under the order," added Mr. Henderson. "Certainly, the sergeant-at-arms made arrests last night," insisted Mr. Thomas, "and more were made today." The speaker said he had no information of such arrests. Thereupon without further division all proceedings under the order for arrest were suspended. With this lively episode out of the way the Pacific funding bill was taken up under the five-minute rule.

Mr. Powers, republican of California, opened the opposition in an onslaught on the management of the Pacific roads and the bill. He characterized the measure as a plan to continue the most tyrannical monopoly that had ever been organized. It was a part of an infamous and fraudulent transaction; an attempt to prolong the grip of the "amalgama of the Pacific coast."

LOSERS AND GAINERS. Mr. Johnson, republican of North Dakota, opposed the bill. He made a statement of the enormous profits that in divide the government, but the enormous losses the government has sustained. When Mr. Powers, republican of Vermont, in charge of the bill, asked for more time for Mr. Daniels, republican of New York, one of those supporting it, Mr. Maguire, democrat of California, interposed saying: "Every man from the Pacific coast has been put out of the general debate, and there can be no extension in favor of the bill."

"If there has been any 'shutting out,'" responded Mr. Hepburn, "it was at the elections and not here."

Mr. Daniel argued that the settlement should be made now and not left as a legacy to the next administration. Mr. Grosvener said the bill probably gave the best means for settling the protested contest and protecting the government. Mr. Dockery urged that congress had not been given the full financial statement as to this settlement which would warrant its adoption.

Mr. Arnold, republican of Pennsylvania, said that unless this settlement was made, the next administration would be compelled either to issue \$60,000,000 in bonds to pay off mortgages or else throw up all its hands.

Mr. Hilborn, republican of California, contended that in the pending proposition an old railroad branch of the Central Pacific now abandoned was included instead of the new branch. He also insisted that

NEW INDIAN SUPPLY DEPOT

Omaha's Chance for One Gets Better with Coming of McKinley.

WOULD BENEFIT THE WHOLE NORTHWEST

Subordinate Officials in the Indian Bureau Favor the Plan of Establishing a Branch at This Place.

WASHINGTON, Jan. 9.—(Special Telegram.)—The question of an Indian supply depot at Omaha was revived today by Mr. Mercer calling upon the officials of the Indian division for statistics to be used in conjunction with a renewed effort to be made at the next session of congress when the republican administration is in power. Commissioner Browning of the Indian bureau has been an avowed antagonist of the depot at Omaha from the ground that it would seriously decrease the business at the Chicago depot. However, Mr. Browning's opposition will have little weight after the new administration enters into its own. Superintendent White of the Indian division is committed to Omaha, as is his assistant, Mr. Bender, both of whom stated to Mr. Mercer that a supply station there would be a great saving to the government and bring supplies twenty-four hours closer to the reservations. Mr. Bender said that the Indian bureau had maintained an inspector at Omaha, who was completely useless, and that the depot from road to road, inspecting inspectors. Mr. Mercer argued that a building could be rented very cheaply and that the whole northwest territory would be benefited by a depot at Omaha.

The War department today issued orders for the building of a telephone line from Omaha to Fort Crook, or rather agreed to pay \$20 per month for the use of such a line if built by the Nebraska Telephone company. C. E. Yost has been particularly active in the use of the soldiers and tradespeople and with the help of Representative Mercer the deal was made today.

Charges of a character have been posted in the office of the fourth assistant postmaster general by patrons of the Lyons postoffice against postmaster A. T. Hill. It is alleged that Hill, during his term of office, the last campaign as a rendezvous for free silver sympathizers and Bryan rooters; that the postmaster had upon purchasers of money orders taking out of the postoffice stamps, and that he pays his outside bills in stamps.

Plans have been prepared for Indian industrial school buildings at Rapid City and Chamberlain, S. D., and have been sent to the secretary of the interior for approval. These buildings are to be erected at the last session, to cost \$200,000 each.

DEFEAT FOR THE POWERS BILL

The best possible information seems to point tonight to the defeat of the Powers funding bill by a comfortable majority. Both sides, however, are confident of winning. Every possible vote for or against the bill will be polled if the activity of those having the money to urge for or against anything. Telegrams have been sent all over the country urging members to be present Monday, when the vote will be taken immediately after the expiration of the morning hour. As a result of these efforts, Melville John of Nebraska came in tonight and Gamble of South Dakota this morning. This is in large measure due to the fact that probably, the senate will take up the Gear bill and talk upon it for several days. W. H. Alexander, representing the Omaha and Grand Junction, Neb., appeared this morning before the ways and means committee of the house and argued for a revision of the present schedule on lead and zinc, and proposed a new schedule. The committee will report on the subject tomorrow.

Mr. Northway, republican of Ohio, declared amid applause, that the United States senate should stand on its rights and force a settlement, even if it resulted in a pecuniary loss to the government. He declared that the Harrison substitute, if it proposed a commission of three members, one member to be named by the secretary of the treasury, one by the secretary of the treasury, and one by the attorney general. This commission is empowered to make a complete settlement with the roads, and, on approval of the senate, to issue the necessary bonds to pay the same.

Mr. Hubbard of Missouri closed the debate for the opposition. He said the opposition did not stand against a settlement, it desired a settlement, but it wanted one that would protect the government. He denied that the failure to take this bill would compel the government to issue bonds to pay off liens. The sinking fund now on hand, he said, would go far to meet these liens. The plea that the question would not be left as a legacy to the next administration was characterized by Mr. Hubbard as a "club" to force the measure through, the coming of the next administration would be able to deal with the question with better information than that possessed by the house today.

Mr. Grosvener, republican of Ohio, closed the debate in favor of the bill. He said this proposition was as fair a one as could be proposed. Such was the judgment of the best informed experts in the country. This agitation should not be continued any longer in the interest of California politics. The path of duty was the one marked out by the committee. In the two seconds remaining Mr. Grosvener said reports were received that this was the bill of the railroads, but he declared that there was no truth in such statements. The committee had examined the bill and reported it favorably. The judgment of the committee's best judgment on all facts presented.

This closed the debate and the bill was taken up and the final vote is taken on Monday next. The senate amendments to the senate bill amending the navigation laws were non-concurred in and the bill was sent to conference. Then, at 5 o'clock, p. m., the house adjourned.

Extenuates the Family. JAMESVILLE, Wis., Jan. 9.—Hermann J. Trumbull shot and killed his wife and son last night and then committed suicide. Family troubles were the cause.

Movements of Ocean Vessels, Jan. 9. At New York—Sailed—La Normandie, for Havre; Kaiser Wilhelm II, for Genoa; Furber, for London. At Liverpool—Arrived—Cevic, from New York. At Southampton—Sailed—New York, for New York. At Havre—Sailed—La Bourgoigne, for New York. At Liverpool—Sailed—Servia, for New York.

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NEW ROLLING ON PASSES. CHICAGO, Jan. 9.—The general managers of the western roads have decided upon a new departure in the use of annual passes during 1897. Heretofore it has been the custom when a pass was presented for the conductor to simply take a look at it and pass on. In very many instances no report was made to the road of the presentation of the pass. Now, however, the roads have determined that whenever a pass is presented the holder will be asked to sign his name, and a memorandum of the distance traveled on each pass presented to the conductor will be turned in to the conductor. The object of the new rule is to learn how the passes are used, and

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Proceedings Conducted by the Court at Salt Lake City.

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SALT LAKE CITY, Jan. 9.—The sale of the Oregon Short Line & Utah Northern railway under the consolidated mortgage of August 1, 1883, was made today under the direction of John B. Cleary, court commissioner, appointed to direct the sale. Zera Snow was present, representing the American Cattle & Horse company of New York, Samuel Carr, Walter G. Oakman and Henry G. Nichols, representing the reorganization committee, purchased the property for \$5,547,500. The Utah Southern road was bid in by the same parties for \$763,000. They also purchased the Utah Southern extension for \$975,000.

A large number of noted railroad people, including the representatives of the bond interests of the Oregon Short Line & Utah Northern railroad, were present at the sale. The sale includes 1,456 miles of track, with all the franchise and other property belonging to the Oregon Short Line & Utah Northern road. It seems to be a foregone conclusion that the reorganization committee, of which Samuel Carr of Boston is the chairman, will be the purchaser of the property. W. H. Bancroft will be the manager of the segregated system.

A distinguished party of Union Pacific railroad officials, including the receivers of the road, arrived here on the special train, having made the run from Omaha, 1,071 miles, in twenty-nine and one-half hours.

FORMING A NEW SYSTEM

The sale of these properties, aggregating 1,500 miles of track, paves the way to the creation of a great intermontane system, a project which has been long in the air. It has been cherished by certain holders of Oregon Short Line bonds, who have a voice in the control of the reorganized Oregon Railway & Navigation company. Local capitalists, including prominent church members, also play an important part in this project, should it be consummated. It is a matter of common knowledge that an agreement was made between the directors of the Oregon Short Line reorganization committee and the promoters of the Salt Lake & Pacific road, a company organized here last year for the purpose of building a road from Milford, Utah, to Los Angeles. Milford is the southern terminus of the Short Line system, and the grading for an extension from this point to Pioche, Nev., has been completed by the Short Line several years ago. This grade is in good condition and very little work would put it in shape for the grade to the westward. The agreement mentioned above was one that could not be undertaken by the receivership. It involves trackage privileges between this city and Milford and the use of the old grade from the latter point to Pioche, thus materially aiding the Salt Lake and Pacific in building a connection between the Short Line and Los Angeles. The directors of the Salt Lake & Pacific include George Q. Cannon and other prominent church officials, and construction work will be commenced as soon as the Short Line reorganization committee is in position to execute a contract in accordance with the above agreement. The new road will be in close affiliation with the Short Line and will be operated as a part of that system.

COVERS A WIDE TERRITORY. But the aims of those who dream of stretching the Short Line system over the entire West are not to stop here. The controlling interest in the Oregon Railway and Navigation company has representatives upon the Oregon Short Line reorganization committee. It cannot be stated that these interests will be potent to shape the destinies of the Short Line. It is their policy to extend the road to the two ports of Los Angeles and Portland, covering the south country and the northwest and southern California, and the southwest and the Columbia theater and the Harlen theater.

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AID FOR THE UNION PACIFIC

New York Bankers Form Syndicate to Protect the Property. NEW YORK, Jan. 9.—The latest development in regard to Union Pacific affairs is the formation of a new syndicate, comprising practically all of the leading banking houses here and representative foreign banking interests, to take measures for the protection of the property in the event of the failure of the funding bill, and a decision on the part of the government to sell the property under foreclosure, subject to the lien of the bonds of the road. The protection of the Kansas Pacific is also covered. The capital subscribed aggregates \$40,000,000 and the syndicate's operations will, as in the case of the previous \$10,000,000 syndicate, be given the option of raising the subscriptions pro rata. If the funding bill should be passed and if an attempt should be made to foreclose the syndicate stands ready to buy in the system and pay off the government lien. If the funding bill should pass the syndicate's subscriptions will, of course, be largely reduced. The formal limit of time as to the duration of the syndicate agreement has been made, but it is tacitly understood that its operation terminates at the close of the present session of congress. If no action has been taken one way or the other this session a new agreement will be formed, subject to whatever conditions may be proposed. The new syndicate is in the interest of the Union Pacific reorganization committee, which controls practically all of the bonds of the road.

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WASHINGTON, Jan. 9.—A joint conference of the Dawes Indian commission and the Choctaw agreement was held in the office of Secretary Francis this afternoon. Commissioner of Indian Affairs Browning was present. The session was devoted to a discussion of the leading provisions of the agreement, preliminary to its approval by Secretary Francis and its submission to the president. The action that congress may take when the legislation respecting the Choctaw agreement was held in the office of Secretary Francis this afternoon.

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ORCHARD & WILHELM

Are Still Selling Rugs at One-Third Off

All sizes, from the smallest door mat up to large room rugs, and all kinds, from the cheapest Japanese to the most expensive Persian, are still on hand at this great sale, at 33 1/3 per cent discount. Read the following prices and see what a one-third discount will do for you. Single door mats, price \$1.00, now 67c. A bureau rug, price \$1.25, now 84c. A double door mat, price \$2.75, now \$1.84. A large rug, price \$3.75, now \$2.50. And just think of it, you can buy any of our \$2.00 white, black or gray fur rugs, at \$1.33. Genuine French Willow rugs, large size, price \$5.00, now \$3.33. In large quantities, \$2.50 per yard. A German saunier rug, 8 feet 8 inches by 10 feet 6 inches, price \$20.00, now \$13.34. Japanese rug, 7-ft-xi-6, price \$9.00, now \$6.00. A Smyrna rug, 7-ft-xi-6, price \$22.50, one-third off, \$15.00.

Read Advertiser and large OMAHA, all at the same great reduction of one-third.

ORCHARD & WILHELM CARPET CO.

Troubles in the Business World.

MILWAUKEE, Jan. 9.—The Builders and Traders' exchange has made an assignment. The principal assets consist of the six-story building occupied by the exchange and the ground upon which it stands. This property is mortgaged to the Northwestern Mutual Life Insurance company for \$70,000. Other liabilities amount to about \$20,000.

NEW YORK, Jan. 9.—Debar Hammerstein, having made a satisfactory arrangement with his creditors, an order of court was made today setting aside the receivership proceedings in the case of the Columbia theater and the Harlen theater.

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OKLAHOMA CITY, Okl., Jan. 9.—The property of the late George W. Shores, a prominent citizen of this city, was sold today at the Union Pacific depot and covered the property south of this city. There was no competition in the bidding. Henry G. Nichols, who acted for the purchasing committee, put up his check for \$250,000, as provided in the order of sale.

AID FOR THE UNION PACIFIC

New York Bankers Form Syndicate to Protect the Property. NEW YORK, Jan. 9.—The latest development in regard to Union Pacific affairs is the formation of a new syndicate, comprising practically all of the leading banking houses here and representative foreign banking interests, to take measures for the protection of the property in the event of the failure of the funding bill, and a decision on the part of the government to sell the property under foreclosure, subject to the lien of the bonds of the road. The protection of the Kansas Pacific is also covered. The capital subscribed aggregates \$40,000,000 and the syndicate's operations will, as in the case of the previous \$10,000,000 syndicate, be given the option of raising the subscriptions pro rata. If the funding bill should be passed and if an attempt should be made to foreclose the syndicate stands ready to buy in the system and pay off the government lien. If the funding bill should pass the syndicate's subscriptions will, of course, be largely reduced. The formal limit of time as to the duration of the syndicate agreement has been made, but it is tacitly understood that its operation terminates at the close of the present session of congress. If no action has been taken one way or the other this session a new agreement will be formed, subject to whatever conditions may be proposed. The new syndicate is in the interest of the Union Pacific reorganization committee, which controls practically all of the bonds of the road.

Deaths of a Day. CHICAGO, Jan. 9.—John A. Howard, whose detachment of the Chicago Board of Trade company captured the German Dan in Erwin county, captured at the close of the war, is dead.

MONTECELLO, N. Y., Jan. 9.—Rev. Dr. John P. Scott, a Presbyterian minister here, is dead. Scott held many prominent pastorates, among others at Detroit, Mich., and Lebanon, O. He was about 70 years old.

BANGOR, Me., Jan. 9.—Daniel F. Davis, ex-governor of this state, was found dead in his home here this morning. Physicians here reported that he had been suffering for some time. He was 55 years of age. He was elected governor of the republic ticket in 1880 and served one term. He was a member of the Massachusetts legislature in 1870. He was a member of the Massachusetts legislature in 1870.

STROMBURG, Jan. 9.—(Special.)—Miss Solie Larson died here this morning at the age of 25 years. She was a young woman who had the respect of the entire community, and she was a member of the church. She was a member of the church. She was a member of the church.

NEW ROLLING ON PASSES. CHICAGO, Jan. 9.—The general managers of the western roads have decided upon a new departure in the use of annual passes during 1897. Heretofore it has been the custom when a pass was presented for the conductor to simply take a look at it and pass on. In very many instances no report was made to the road of the presentation of the pass. Now, however, the roads have determined that whenever a pass is presented the holder will be asked to sign his name, and a memorandum of the distance traveled on each pass presented to the conductor will be turned in to the conductor. The object of the new rule is to learn how the passes are used, and