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SENATOR STANFORD'S VIEWS

FACTS ABOUT PACIFIC RAILROADS AND THE PACIFIC SLOPE.

Problems of Railroad Transportation—The Government Sets Example of Repudiating Contracts.

[Correspondence of the Cincinnati Enquirer.]

WASHINGTON, D. C., January 30, 1886.

I made an interesting call upon Senator Leland Stanford last evening. He lives in one of the three houses of pale stone at the bottom of Farragut Square, in the house once occupied by Mr. Kilbourn. The Russian Minister occupies the house at one end, formerly Governor Shepherd's; the middle house is occupied William L. Scott, said to be the richest member of Congress, and the eastern house by Senator Stanford, who is said to be the richest Senator. From time to time I have met Mr. Stanford—once in California, and again at Saratoga. He is one of the most striking-looking men to be seen anywhere, weighing about 240 pounds, and over six feet high, and yet with the strong, soft brown hair, the clear skin and the beard but partly turned of a man in the perfect exercise of his powers. His family and visitors he left in the salon, and sat down with me in his library, a small room in the front of the house. I observed the portrait of his son at full length on the wall, but made no remark upon it. I do not wonder that the parents of such a child should have felt almost inconsolable grief at his loss. The picture represents a beautiful boy, just coming into the maturity of countenance of almost precocious manhood. I told the Governor that his friends were agreeably surprised at his return to public life, and that it seemed a rational thing for California to remarry her chief enterprise to the public affections of the State.

Said he: "I had no idea of coming to the Senate, any more than I had of becoming Governor twenty-five years ago. In both cases I was for a Republican who could hold the party together and prevent the tendency to quarrel, which is always our fear. It so happened that the candidate I favored came short of enough votes to elect him. The Democrats, or a good many of them, pressed on the Republicans to take me up. So I find myself in Washington. The circumstances under which I received the nomination were agreeable to my feelings. This is quite new to me, for I have never been even in a State Legislature. When I was Governor of California I had to decide whether I would remain in public life or give my whole time to the Pacific railroad, which I had assisted to bring into form. I saw that the two positions were incompatible; that as the President of the railroad I would have to take some of the hard knocks a man in politics and office could not stand. So I laid down political life, as I supposed forever, and it has come back to me at a time when I least expected it."

Said I: "I see that they are still endeavoring to make

A NATIONAL RAILROAD LAW,

Or something to regulate prices of transportation."

"Yes, but I am not clear that they can arrive at any solution of it. To correct some apparent evil in the present railroad system, the danger is of running on a greater evil. You see that the railroad system itself has all the assaults it can endure from the energy of the people, their organizing spirit and competition. Then there are other things besides railroads to carry the products of the country. Persons who have given the maturity of their lives to the railroad system as an investment have been compelled to study it like a problem in arithmetic or geometry. You must pay your fixed charges. In the case of the Central Pacific Railroad they amount to about $7,000,000 a year. Then you have to look ahead to pay off your mortgages. The Government loaned us its credit to the amount of $27,000,000. Our first mortgage is about the same, and by the want of care in the law both of these become due about the same time. Other railroads have their obligations in the same way. Now, there is a popular idea that freight ought to be regulated on the principle of mileage, and if you can afford to carry it at a certain figure between two important points you ought to be able to send it proportionately on any portion of that route. That is not the case at all. You have, in the first place, to provide for freight enough or business enough to earn your fixed charges. After that you have to take it at almost anything above cost. We will suppose that at Chicago there are many routes to the seaboard. One route is by the lakes and the Welland Canal. Another is by the lakes and the Erie Canal. There is, perhaps, a third route by the Mississippi river. Then there are different railroads running to different ports on the Atlantic. A shipper has a large line of business, and he finds out the cost of sending by canal. He tells the railroads that he will not pay more than a certain amount for them to get his work. They say to him, 'Well, you had better send to New York anyhow, for there you have quicker facilities to ship abroad.' Yes, he concedes that, but he still adheres to the fact that he will not pay more than he can send his stuff for down the lakes or down the river. The railroad ciphers upon it, and finds that there is hardly enough in it to pay, but still it is something. So they consent to take it. It barely gives life to the carrying company. But it is a little something. Now, you perceive that to regulate local business on that starvation basis of through business is not justice to the railroads. It is not what happens in ordinary life. You send an express package from one part of the city where you live to another, and you pay twenty-five cents. You send the same package from the city where you live to a city a hundred miles distant, and still you pay only twenty-five cents. If the popular prejudice on this subject were logical, that package in the city ought to be carried for about a quarter of a cent. It only goes a mile, while the other package went a hundred miles. We have a railroad from San Francisco to San Jose, and we send every parcel, such as a keg of nails, over it for twenty-five cents, but when you get to the town the local express, which has no connection with us, charges for the same keg of nails fifty cents to a dollar to take it up to the town, hardly two miles. Railroads have to provide the expenses of pulling the train and manning it, and after they have got that done they have left so much space which they might as well fill as not."

PACIFIC RAILROADS.

Said I: "Governor, has the building of several railroads to the Pacific ocean affected your passenger and general transcontinental business?"

"Yes, very much. Indeed, business across the continent does not give us much concern. The Central Pacific has become a California railroad in the main. For some little while we did have pretty much the whole business across the country; all was subject, however, to the competition of the steamship route by Panama. Now there are to the Pacific ocean the Southern Pacific, the Atlantic and Pacific, the Northern Pacific and the Canadian Pacific. There are at least four other railroads dividing the business. The Atlantic and Pacific has its agents in San Francisco soliciting through business on the same terms with ourselves. You take a train to or from California now, and you will be apt to find a good many empty seats; whereas, some years ago the trains ran evenly full."

Said I: "Do you consider that the Canadian Pacific Railroad will ever pay?"

"They have one thing in their favor; their Government gave them $60,000,000 and a magnificent land grant. They do not have to reimburse the Government. We have received only the credit of the Government and have to pay back. They are loaned with 6 per cent. interest, which is pretty high interest in these days. We not only have to pay back the $27,000,000 they loaned us, but interest has been running on for twenty years, so that we are hardly better off than any other sort of borrowers. I have my doubts, however, whether so few people as live in Canada can support an extensive railroad system like that. The railroad may get along, but the Government which carries so much railroad system as the Canadians may break under the burden. The Northern Pacific Railroad," said the Governor, in another part of the conversation, "has a very good land grant, and is not so far to the north but it will become a productive country."

Said I: "Was it a useful thing to have built the Southern Pacific Railroad after you had the Central Pacific finished?"

"Yes, it was; that is the shortest haul within the United States between the two oceans. We never were able to compete with the steamship route in the way of freight, on account of the difficulty of getting through the city of Chicago. At the present time, we have but one haul by steamship from New York to New Orleans, and there we tranship, and there is no more change until we get to California. Consequently, we send freight reliably by the present route, and deliver it within a specified time. On account of the large number of railroads running into Chicago, freight between the two oceans often stuck there, and was extremely uncertain in its movements. The rail time ought to be but fourteen days between New York and San Francisco; it is often thirty days instead of fourteen. When trains come in from the Pacific ocean they are broken up at Chicago, and your shipments may be scattered over different lines or have to wait till a convenient train is made up. You can sometimes count on a delay of a week or more at Chicago."

APPROPRIATIONS.

In another portion of the conversation Senator Stanford referred to the natural way people grudged appropriations. Said he: "When President Hayes was in California he remarked that the Government had to pay an extravagant sum to Captain Eads for what he had done in the Mississippi river jetties. I told the President that the Central Pacific Railroad had to spend almost that amount of money to keep its route open, and it had only one State, or, at most, two or three States to drain, while the Mississippi river drained a large portion of all the American States, and, in view of the result achieved, the sum was not large. By Eads' work the Mississippi river now has twenty-eight feet of water, whereas it got to be so bad before he began his work that sometimes you could not get a vessel drawing eight or ten feet up to the wharves."

Said I: "How does it cost you so much to keep the Central Pacific Railroad open?"

SNOW AND FIRE.

"We have to contend against both snow and fire. There are forty miles of snow-sheds on the Central Pacific. The road is built upon the narrow divide upon the waters of the Colorado and the Missouri. It is, therefore exposed to snow, and we have to shed to keep the road from being snowed up; and then, in the summer, these sheds take fire, so we have to keep three engines and about a hundred men to guard against that contingency alone. We have a signal system, by which the fire brigade on locomotives and trains is moved quickly to and fro; otherwise, we would have our sheds gone, and that would close us up in the winter. We probably stand an expense of $300,000 to $500,000 on this account alone."

Said I: "Governor, was the Central Pacific Railroad engineered as well as it ought to have been?"

THE ENGINEERING PROBLEMS.

"Yes, as well as it could have been under the restrictions the law imposed upon us. We were not allowed to grade over 116 feet to the mile. It would have been economical to have evaded that in some cases by short tangents at higher grades that reached situations at a less expenditure of time and distance. The tendency now is to avoid curves as much as possible, and substitute tangent lines. We were up there on a very narrow divide—so narrow that it has been said that in some places a drop of water might split in two, and one half flow south and the other flow north. One reason why the old-fashioned curves are to be avoided is that the wheel and axle being stiff, the inner wheel has to slide back somewhat in order to let the other go forward, and it puts a great strain upon it. Take it all in all, the Central Pacific Railroad was as well built as the conditions would permit. We have changed the line somewhat, but not very much. We maintain a uniform rate of speed of about twenty miles per hour, and run one through train at that rate, and it is the common observation of persons who go from New York to the Missouri river that they are more tired in that part of the ride than in passing over the plains and mountains. If you were to run twenty-seven miles an hour you would have to stop just as often, and there ensues a swaying motion on the train which soon wears one out. That we avoid by keeping up a uniform moderate rate of speed."

REMARKABLE RESULTS.

"Governor, has not the Pacific Railroad worked out as great results as could have been expected?"

"Yes, sir; more remarkable results than any single undertaking in the history of man. It has added to the United States a greater empire than Cæsar ever conquered. Before the railroad was made the great interior of the country, that which is coming more visibly into life and population every day, was untenable. In the five hundred miles from the Truckee river there was a single hut and settler. Nothing existed to speak of along the whole line but the Mormon settlement in Utah. When we began the railroads were not finished across the State of Iowa to the Missouri river. The building of our railroad at once stimulated the marvelous railroad activity you see west of the Mississippi river, which has transformed that country and brought new States to the threshold of the Union. All the competing lines to the Pacific are the fruit of our experiment. We had commenced before the civil war, and had our surveys nearly finished. The help we received from the Government was necessary to us, but if we had not been compelled to rely upon it we should have been, in some respects, in a better condition. The Government alone claims to have a right to break its own contracts. Before the Thurman bill was passed, compelling us to pay over a certain portion to the Government every year in order to reimburse it, we had a sinking fund, and were getting ready for our settlement. Since that time the sinking fund has not grown at all. The Government takes $1 30 to reclaim one of our bonds, and then only allows us $1 for it. The bonds having appreciated, they have to be bought in the open market, and we get $1 for what passes for $1 30. As a lawyer, I perceive that this Government has passed further and further away from the spirit of its contracts, until there is left

HARDLY ANY BASIS OF PRINCIPAL.

The Constitution says that Congress shall have the power to prevent the violation of their contracts by the States. But Mr. Edmunds made the interpretation that Congress itself could not be forbidden to vary its contracts. So there is a moral power which imposes virtue on the States, taking advantage of an opportunity to repudiate its own contracts. When the Government and the railroad agreed together, and the railroad executed its work, there was a contract. By the system of change in the Judiciary, the Supreme Court, by a bare majority, legalized Congress breaking its contract. That spirit has extended to other States, and in a recent warehouse case at Chicago, where one Judge would not avow what his ruling would be before the case came up, it was taken to another Judge, who expressed his opinion freely on the granger side. They ruled that a man who kept a warehouse did business with the general public, and, therefore, his rates of storage could be regulated. They first created the definition that a warehouse was a place for many; but, in reality, warehouses more often are depositories for a single shipper."

Referring to how much the Government had saved upon its expenses by the advantageous bargain it made with the Pacific railroads, Mr. Stanford said that before the railroad was opened the Government paid $1,700,000 per year to have the mails carried across the plains in the boot of a stage, and they required eighteen days. Now the Government took up a very large space of the cars, and sent hundreds of tons of mail matter, and they paid about $400,000, and divided it between two railroads. The same amount of service as before, with the disparity of time, would make the Government expenses at the present day millions of dollars.

THE MORMON QUSTION.

Said I: "Mr. Stanford, what is your idea about the Mormon question?"

"The Mormons have served a useful purpose in this country, and they have their virtues. I had a talk with John Taylor, their President, and some of their leading men not long ago, and I told them that they would have to get rid of polygamy; that it was against the prejudices of our people and their example, and that we were all persuaded that one wife was all that one man could afford to support, and that while I sympathized with them for their frugality and hardships, they must stop this practice, lest some injury overtake them. The Edmunds bill bears hard upon families which have existed in the past. Here is a Mormon with two or three families, and he must go to jail if he lives in polygamy: whereas the public opinion of his own community considers him a coward if he abandons either of his families. I do not think they are making polygamous marriages out there now, and there should have been consideration made for the old families already established. But this matter becomes largest at a distance. In my opinion polygamy will die out if left to natural causes."

SILVER AND GOLD.

Said I: "Governor, is the destiny of San Francisco and of California as apparent now as it seemed to you twenty years ago?"

"I think it is. San Francisco has about three hundred thousand inhabitants. That is an exceedingly large city for the time Americans have possessed it. California has a growth steady, and, compared to most other places, remarkable. The agriculture of the country is coming forward, and the soil much surpasses the best in the old States. An acre of California land will produce twice as much as an acre in the Mohawk Valley. Two years ago we raised all the wheat in California we needed for ourselves, and shipped away enough to feed ten million people besides. The mining development of the State is not as sporadic as it was, but it is very large. The gold yield aggregates well. I have owned some mines, and in one of the mines I have we make it profitable when we get $4 of metal out of a ton of the quartz. Indeed, quartz mining is probably in better condition in California than it has been for a good while. The great interest of the new West, excepting California and Utah, is, first, the mines, and next cattle. Now, in California we probably find more than 125,000 persons engaged in agriculture, and that is a larger proportion than anywhere west of the Rocky Mountains, possibly excepting Utah. Hence the mining interest is important to be supported, and that is why, upon the silver question, I am for the continued coinage of silver. There is no sufficient reason in good morals or political economy to discontinue it at the expense of the industry engaged in it. Suppose we had been coining $25,000,000 of silver per annum for years before our civil war, and it had been disbursed among our people, do you suppose that there would have been such a depression of the currency as happened with paper? It must have been disparaged somewhat, but as a large proportion of the world has always used it, and always will use it, the depreciation would have been comparatively small. In the Pacific States we maintained gold and silver as our currency during the war; but if we had undertaken to demonetize silver at the expense of the gold the public tradition would have repudiated us. We manufactured, in the rest of the country, paper, and put the Government stamp on it, and it sunk in value until it was not worth half the promise on its face. If silver was depreciated 20 per cent., it still should have a much greater buying power than the greenback gave us. Therefore, I say that if you coin silver and let it remain among the people of your country, as it generally will, you are provided in time of panic or battle with money that will not depreciate beyond a certain point. A Senator said to me not long ago that he hoped I was not in favor of silver. I told him I did not see any sufficient reason to be against silver mone . He replied it was such a terribly heavy thing to carry. 'Now,' said I to him, 'I venture to say that you have not a gold piece in your pocket.' He admitted he had not, but he had a number of silver dollars and half dollars. Said I to him also: 'You will probably go over this Senate and not be able to raise $50 in gold, and it is the same everywhere. Silver is the favorite coin of the great multitude of mankind.'

"I like to feel," said Mr. Stanford, "that I have got some money in my pocket, and silver makes that impression in everybody's pocket. Your national wealth, if silver continues to be coined, will aggregate better than you know. While the savings banks of the United States show very many millions of dollars put aside by the poor, there must be much more money put away in stockings and other places by the saving poor. Silver is what they hoard, and not gold."

Said I: "Should not there be more grains put into our silver coins if they seem to have depreciated?"

"Yes, there ought to be enough more grains put in to diminish the tendency of exchanges to make a profit by buying silver at one price and putting it on the people at another. You see that if a counterfeiter could get the Government stamps and put them on good metal of the present number of grains he could still sell them at a profit over the bars of silver out of which he made them. That opportunity ought not to be afforded him by the people."

"Governor, when is the railroad to be finished between California and Oregon?"

"That depends somewhat upon what assistance the railroads in Oregon get, which are in a bankrupt condition. The Government authorized two railroads to come forward and meet each other, one from Oregon and one from California. They are so crippled up in Oregon about their railroad finances that they are not making much progress. It is some 600 miles to be covered by the railroads, and the natural impediments are very great."

CONGRESSIONAL STUPIDITY.

Referring to naval matters Mr. Stanford said: "There is a single vessel on the Pacific ocean, the Esmeralda, belonging to Chile, which could stand outside of San Francisco at Seal Rock and force the city to be surrendered. It seems to me to be most unwise for our people to lay themselves open to such contingencies, when very small amounts of money would supply us with ships to protect these large ports. The United States now furnishes the easiest prize and the richest ever offered to war in the capture of such cities as New York, New Orleans and San Francisco. It is most astonishing that we hesitate on questions of that kind, while we are supplying multitudes of towns with public buildings, which cost relatively as much as ships of war. Even in that respect I find that there is no line of policy laid down in Congress for these public buildings. They ought to be graduated in cost to the size of the community which asks for them, and there should also be a classification of the designs, so that the United States should not be putting up all these buildings without having perfected some design within the limits of the appropriation and up to the artistic character of the nation and the people. We could not conduct business in the present way in any large mercantile corporation." GATH.

HOME AND ABROAD.

DEATH OF EX-GOVERNOR HORATIO SEYMOUR.

Raging Rivers—The Death Penalty—Delaware's Peach Outlook—Poisonous Salmon.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

DOMESTIC.

Death of ex-Governor Horatio Seymour.

UTICA (N. Y.), February 12th.—Ex-Governor Seymour died at 10 o'clock.

[SECOND DISPATCH.]

UTICA, February 12th. — Ex-Governor Seymour died at 10 o'clock to-night at the residence of his sister, Mrs. Roscoe Conkling. He began to fail perceptibly at 4 o'clock this afternoon. Shortly afterwards he rallied a little, but soon relapsed into total unconsciousness. He expired without a struggle, and as peaceful as if falling asleep.

[Horatio Seymour was born in Onondago county, N. Y., May 31, 1810. He had an academic education and something of a semi-military school training. He read law, came to the bar in 1832, and practiced his profession for a number of years in Utica, N. Y. He was sent to the legislative assembly by the Democratic party in 1841, and twice thereafter. He was at one time Mayor of Utica. In 1850 he was the Democratic candidate for Governor, but was defeated. In 1852, however, he was elected by an exceedingly large majority. He came naturally to the front for the office by his statesmanlike qualities, and his unquestioned ability. He failed of a return to the office in 1854, and this was due mainly to antagonism arising out of his veto of a prohibitory liquor bill, he holding the proposed law to be unconstitutional. In 1862 he was elected Governor for the second time. At that time he declared against any possible disruption of the Union of States. But he subsequently opposed coercive measures, and by Mr. Greeley in his "American Conflict," vol. 1, p. 438, was charged with favoring the Southern Confederacy. He urged President Lincoln to refrain from drafting men for the army until the constitutionality of the Act could be tested in the Courts. In 1864, as President of the National Democratic Convention, at Chicago, he declared that the Administration could not save the Union, as by its proclamation and "vindictive legislation" it had raised up obstacles it could not overcome, and had hampered its own freedom of action by unconstitutional acts. The year before, on the call of the President issued to him, 12,000 soldiers of New York within three days marched to the front. While this force of citizen soldiery was absent, the celebrated draft riots in New York city broke out. Governor Seymour sent troops to the city, but they were, by request of General Wool, sent home. Governor Seymour went to New York, and assiduously aided in suppressing the riots. In 1864 Governor Seymour was defeated for the office of Governor. July 4, 1868, he became the nominee of the Democratic party for President of the United States, with Frank P. Blair, of Missouri, as the Vice-Presidential nominee. The ticket received 2,703,000 votes, for 3,013,188 cast for Grant and Colfax. Since that defeat Governor Seymour has been but little in political life, and has preferred the quiet of retiracy. He was highly esteemed in New York, and had a national reputation. But for the mistakes of his position in the war period, it is probable that he might have been more prominently before the people in his later than in his earlier years. He was a man of broad ability, great personal courage, calm judgment, a fine legal mind and a scholar of culture.]

Storms and High Water in the East.

TRENTON (N. J.), February 12th.—The rains of the past few days have caused the ice in the Delaware river to break. Yardleyville, Pa., and the lower portion of Trenton are submerged. On Fair and Bridge streets the water is even with the second stories of the houses. The damage to furniture, residences and mills will be very heavy. The travel on the Pennsylvania Railroad between this city and New York is suspended. Locomotives have been run on to the bridges to prevent their being swept away. Such a flood has not been experienced since 1857.

A CITY FLOODED.

NEW BRUNSWICK (N. J.), February 12th.—The Raritan river has overflowed its banks and submerged the lower part of the city. All business in the ship yards and coal yards along the river has been suspended, and the works of the New Jersey Rubber Company have been compelled to shut down.

HOBOKEN UNDER WATER.

NEW YORK, February 12th.—The storm of yesterday and last night has submerged some of the streets of Hoboken. The people living along the line of them had to use boats or wade waist-deep through the water this morning in order to reach high ground. The cars of the North Hudson County Railway on their way to the elevator, at the foot of Jersey City Heights, have to pass through one and some places two feet of water.

UNPRECEDENTED RAINFALL—DAMAGING ICE.

BOSTON, February 12th.—The present rainstorm, which at midnight still continues, is a remarkable, and in some respects, an unprecedented one. The rainfall has been very great. That at Newport was from 6 to 8 inches in 21 hours, being perhaps the heaviest, but scarcely a lighter down-pour is reported. In Worcester county, of this State, and at ports in New Hampshire and Maine, the rain has turned into ice, and much damage has been done to shade trees, telegraph lines, poles, etc.

Shipwreck and Shocking Loss of Life.

PHILADELPHIA, February 12th.—A special to the *Record* says that during a dense fog, yesterday, the Austrian bark Kraljevika, from Marseilles, France, struck on Barnegat Shoals. The life-saving crew of Barnegat station went to her assistance, when their boat was swamped and three of the men drowned. The crew of the bark, fearing that the life guards would be unable to save them, left the vessel in their own boat. It capsized and sunk, and eight of the crew were lost. The master and five of the sailors saved their lives by swimming ashore. The bark sailed from Marseilles December 7th ult., in ballast, for New York, and for nearly four days the master had been unable to make observations. His first intimation of shoal water was when the vessel struck. The bark is breaking up, and will be a total loss.

Made Ill by Canned Salmon.

PHILADELPHIA, February 12th. — The *Times* says: The wife of special officer Robert Williams, of the American District Telegraph Company, ate from a can of pickled salmon on Saturday last, and shortly after eating was taken with convulsions. A physician, on his arrival at the house, learned that Mrs. Williams had bought a can of pickled salmon the night before, and that she and Mrs. McMullen ate the salmon for supper. The physician said the woman had been poisoned, and that the salmon was undoubtedly bad when packed. He applied remedies, and Mrs. McMullen got better, but Mrs. Williams grew worse. Yesterday, however, the women were pronounced out of danger. The grocer from whom the salmon was bought had just purchased a case from a wholesale house, and when he learned of the poisoning he returned all the salmon to the grocers from whom he purchased it.

The Delaware Peach Crop.

NEW YORK, February 12th.—The *Herald's* Wilmington (Delaware) special, referring to the predicted failure of the peninsula peach crop, says: "J. Fulton, of Dover, says: There is, no doubt, much interest felt in regard to the peach crop, in view of the unusually low temperature of last week. Undoubtedly the fatal point was nearly, if not fully, reached on Thursday, the 4th instant. The thermometer here marked 2° below zero at 8 o'clock on Friday morning. In the winter of 1867-68 it went down to 10° below, and the crop was killed. In 1874-75 it went down to 1° below, and we had the largest crop ever known. From this, it would seem that the fatal line lies between 1° and 7° below zero, and while there is no doubt cause for alarm, yet there is reason to hope. Even if the crop should be killed generally, I would still hope that in the neighborhood of considerable bodies of water, especially on the eastern shore of Chesapeake Bay, the orchards would be partially saved."

The Dead Chieftain.

NEW YORK, February 12th.—Mrs. Hancock passed a comfortable night, and rested better than she had at any time since the General's death. The Secretary of War will arrive in the city to-morrow morning. After the funeral he will probably accompany the funeral party as far as Philadelphia. Commodore Chandler has detailed Lieutenant Nichols, of the navy, to proceed to Governor's Island and tender General Whipple the use of a steamer to transport the troops from Governor's Island to New York and afterwards to Jersey City.

Congratulating the New Cardinal.

NEW YORK, February 12th.—The *Tribune's* Baltimore special says: Many telegrams of congratulation from bishops and theologians in this country and Europe were received by Archbishop Gibbons to-day. A number of Catholic women, prominent in society, drove to the archepiscopal residence this afternoon to tender their congratulations. Although Archbishop Gibbons is not feeble or aged, he will, no doubt, receive from the Pope the prerogatives demanded by Cardinal McCloskey, and ask his old friend, Rev. Dr. John S. Foley, to be his coadjutor. Rev. Dr. Foley is pastor of St. Martin's Church, one of the largest parishes in the city, and is a brother of the late Bishop Foley, of Chicago. Dr. Foley declined a bishopric some time ago.

Will the Brutes Never Die?

CHICAGO, February 12th.—Paddy Ryan to-night mailed to John L. Sullivan a challenge to fight eight rounds in public, with small gloves, Queensberry rules, for the gate receipts—80 per cent. to winner and 20 per cent. to loser. The challenge is in the shape of a long letter, declaring that Sullivan has not answered Ryan's acceptance of the challenge to a meeting in private; that Ryan is unable to raise the money for a large stake, and that unless Sullivan now replies Ryan will never consent to challenge or answer Sullivan in any way.

The Transcontinental Association.

NEW YORK, February 12th.—The Windsor House members of the Transcontinental Association here expect to get through their deliberations by to-morrow night. It is officially asserted that they will agree upon a pooling arrangement, and that plans will be adopted to prevent rate-cutting, and provide for an equitable division of the business.

Hanged for Murder.

BUFFALO, February 12th.—Charles Herman, a wife murderer, was hanged at 10:43 this morning. Herman killed his wife last November for supposed infidelity. He was dissolute, and it was claimed she supported him by working out as a servant.

FOREIGN.

The Labor Trouble in England.

LONDON, February 12th.—The striking operatives in the hosiery factories at Leicester renewed their riotous demonstrations to-day. They attacked and sacked several houses. The police frequently charged the strikers during the day, and in each instance were resisted, many of the police being injured. The authorities are alarmed by the aggressiveness of the strikers, and seeing that the regular police force is inadequate to cope with the disorderly elements, have ordered the appointment of special policemen, and a number of citizens are now being sworn in to do duty as such.

SOCIALIST CALL UPON GLADSTONE.

Burns, Hyndman, Champion, Watts and Williams, the leaders who managed the Trafalgar Square meeting last Saturday, called in a body at Gladstone's official residence, in Downing street, for the purpose of obtaining an interview with that gentleman. Gladstone was absent at the time of the visit, and his Secretary received the callers. The Socialists stated that the object of their visit was to obtain from Gladstone some declaration of the Government's intentions with regard to affording relief to unemployed workingmen of the country by means of public works. They desired to obtain this information before stumping the country in the impending labor agitation, in order to be able to carry as much encouragement as possible to the people. Gladstone's Secretary advised the deputation to call at the office of the Secretary for Home Affairs, as the subject was not one properly pertaining to the Treasury Department, of which Gladstone is First Lord. This reply was received with dissatisfaction, and the deputation handed the Secretary a document for Gladstone's perusal. This is in the nature of a formal declaration, in writing, on behalf of the unemployed workingmen, that the Government take immediate steps to relieve their pressing needs.

THE LEICESTER RIOTING.

LONDON, February 13th—A. M.—The strikers continued their rioting in Leicester until a late hour last night. Twenty-seven rioters were arrested, and the mob made several attempts to rescue them from the police. At a meeting of workmen held to-day, it was announced that the masters had conceded four important points, and offered to arbitrate the others. A resolution was passed, agreeing to submit the demands of the strikers to arbitration.

The Dilke Scandal—Divorce Granted.

LONDON, February 12th.—The trial of the divorce case of Donald Crawford against his wife, in which Sir Charles Dilke is co-respondent, was begun to-day. Great interest is felt in the case, and the Court-room was crowded when it was called. Dilke arrived early, and took his seat in the Court-room without being recognized by most of the people in attendance. Chamberlain, President of the Local Government Board, and many gentlemen prominent in official and social life were present. The case being announced, petitioner's counsel states that the first intimation his client had of his wife's unfaithfulness was on the receipt of several anonymous letters, the writer of which warned Crawford to beware of "the member from Chelsea" (Dilke). Crawford thereupon made an investigation into his wife's habits, and found that she had been corresponding with one Captain Forster. This offense he had condoned. Receiving further anonymous letters, Crawford taxed his wife with infidelity. She admitted her guilt, and made a full confession. She said she had slept two nights in the same bed with Sir Charles Dilke. His attentions to her, she said, had commenced directly after her marriage. He professed to admire her because of her resemblance to her mother. The wife of the petitioner had attributed the anonymous letters to the vindictiveness of her mother. The petitioner's case rested solely on his wife's confession. The servants of Crawford's household, counsel said, would give evidence showing that their mistress had been absent from home on the nights she stated she had slept with Dilke. The petitioner, Crawford, was called to the witness stand, and gave testimony supporting the statements of his counsel. Crawford said he had been startled by his wife asking him whether he would forgive her if she had been unfaithful to him. His wife's sister had been shown the anonymous letters and had agreed that they were in the handwriting of their mother. In her confession witness said Mrs. Crawford had declared that Dilke had compelled her to enter his bed with "Fanny," his mistress, Sir Charles himself lying beside them. He then told her again how much she was like her mother. The counsel for the petitioner submitted evidence against Mrs. Crawford, but submitted none against Dilke. The Court granted a divorce from his wife, and dismissed the charges against Sir Charles Dilke.

The consensus opinion is that the filthy revelations made in the trial, and the failure to attempt to either deny or disprove the charges against him, have practically ruined Sir Charles Dilke.

[SECOND DISPATCH.]

LONDON, February 12th.—Although Sir Charles Dilke escaped under the technical plea that Mrs. Crawford's unsworn confession was insufficient evidence, the whole tenor of the trial has produced a profound and universal conviction of Dilke's guilt. Justice Butts, in summing up, described respondent's statements as clear and distinct, and said they compelled him to concede that the adultery charged was actually committed. If the woman had been put in the witness box, and had given the same testimony there, it would have been evidence against Dilke. Dilke's position was further damaged by his refraining from giving testimony. The Attorney-General's defense, "Were we to put Dilke in the witness-box the cross-examination would be on indiscretions in life from which no man is free," was taken as a frank admission that Dilke was unable to give an explanation. That part of Mrs. Crawford's confession describing the depth of debauchery between Dilke and her is unfit for publication. The trial caused a painful sensation throughout the country in regard to the state of society morals.

The Military Situation in the Balkan States.

LONDON, February 12th.—The military situation in the Balkan States has suddenly assumed a serious aspect. A dispatch from Sofia to-day declares that a decree has been prepared, mobilizing the entire Bulgarian army for renewed service. Telegrams from Belgrade confirm the alarming report cabled last night, that the Servian army is called out, ostensibly for a six weeks' drill. To-day's dispatches state that the army is brought up to the full war strength, and is mobilized for active work in the field. The troops are already concentrating. Reports from both sides indicate that preparations are being hastily made to throw heavy reinforcements into the strategetical positions held since the close of the last campaign. The Greek reserves, reported summoned for service yesterday, are responding to the call to-day. The movement of the Turkish troops towards the Greek frontier is reported from Athens to-day to be developing rapidly into an important operation in force, threatening the Greek positions. Changes in the Ministry of Stamboul are declared to be impending. The war party is predominant at the palace. Russia is authoritatively stated to-night to have definitely rejected the proposed agreement between Bulgaria and Turkey, and the negotiations will have to begin anew.

Royal Family Quarrel in Portugal.

LONDON, February 12th.—The royal family of Portugal are beginning legal proceedings against the Countess Edia, the second morganatic wife of the late King Ferdinand, to compel her removal from her present residence, the Necessidados Palace. The Countess will contest the suit, and in the event of her success King Ferdinand's portion of the fortune of his first wife, the mother of the present sovereign, will fall to her. The Countess was in her youth a ballet-dancer in a Boston museum, and was known as Eliza Hensler.

Ex-Queen Isabella and Her Husband.

MADRID, February 12th.—For the first time in eighteen years, ex-Queen Isabella met her husband, Fracois, at mass in the Escurial, at the tomb of Alfonso. Fracois will remain in Madrid until after the marriage of the Infanta Eulalia.

The Queen of Spain to Abdicate.

MADRID, February 12th.—The *Progresso*, a Zorillist newspaper, says that when the Cortes meets it will be to receive the announcement of the abdication of the Queen.

SAN FRANCISCO ITEMS.

Ex-Mayor Kalloch has returned from Washington Territory.

The Commissioners of Insanity examined four cases Friday and committed all to the asylum.

W. J. Tinnin has notified Surveyor Morton that he will assume the duties of Surveyor of the Port next Monday.

Higgins and Gannon were defeated in the First Ward Club Thursday evening. The event puts Chute, Conroy and McCord to the front as political bosses.

Henry J. Kowalsky, an attorney, and James Hogan had an altercation in San Francisco Thursday. Hogan knocked the lawyer down, when the latter drew his pistol, but was prevented from using it.

The report in circulation representing ex-Judge David S. Terry as preparing articles of impeachment against the members of the Supreme bench, to be presented at the next session of the Legislature, is pronounced a fiction.

An important event occurred in mining circles Friday. It was the payment of a dividend by the Consolidated California and Virginia Mining Company, the first in the history of that corporation as now constituted. The amount was $64,800, or at the rate of 30 cents per share. This company, as is well known here, is the successor of the Consolidated Virginia and California Mining Companies.

PASSENGERS FROM THE EAST.

PROMONTORY, February 12th.—The following passengers passed here to-day to arrive in Sacramento on February 14th: J. C. Armstrong, wife and daughter, Ogden; C. W. Booten, Hamburg, Neb.; G. Bitt, Manchester, Eng.; G. L. Brown, Denver; Miss T. J. Barnes, Longmont, Col.; Colonel W. H. P. Brownell and family, New Bedford; Mrs. W. A. Clifford and daughter, Palisade; Mrs. W. Clark, Council Bluffs; Mrs. E. A. Eacamp, Milbarn, Mass.; C. H. Finch, Kansas City; W. J. Fitch, Los Angeles; L. C. Foster, Chicago; John Gearing, Ann Arbor, Mich.; Miss M. Griffin, San Francisco; Mrs. M. A. Howe, J. H. Howe, Dillon, Mont.; T. B. Hicks, Cheyenne; J. P. Hopkins, San Francisco; Miss G. B. Harris, St. Paul, Minn.; J. W. Harrison, Baltimore; E. A. Johnson, Butte, Mont.; J. Jones, Pittsburg, Pa.; J. Kennan, West Troy, N. Y.; A. Kerr, Morgan, Conn.; W. Lawson, Sacramento; James Lindy, Oakland, Neb.; R. Lodger, Wood Parsley, Conn.; H. Lash, San Francisco; Walter Marlen, New York; John Massa, Mansfield, O.; F. H. Manker, Mrs. E. Manker, Miss L. E. Manker, Miss R. Manker, Pasadena; James H. Munroe, England; Mrs. Mattleghby, Denver; A. Nash and wife, Orleans, Neb; D. H. Perry and son, Ogden; W. Pierce, London; John Ryan, Spearfish, Dak.; E. J. Retz, Ottawa, Ill.; Miss Kittie Russell, Michigan; J. B. Smith, Chicago; S. Turner and wife, West Union, Iowa; C. F. Twede, Salt Lake; M. Vogel, Milwaukee; General T. S. West, Washington; W. L. Wilson, New York; E. W. Wetherby and wife, Orleans, Neb.

NEWHALL, February 12th.—The following overland passengers passed Newhall to-day, to arrive in San Francisco February 13th: C. L. Bigelow, F. A. Brown, San Francisco; William Flood, Oakland; B. Brown, Hot Springs, Ark.; G. Bayless, Rosamond, Cal.; S. Brooks, R. A. Chamberlain, San Francisco; M. H. Cane and wife, Kansas; H. DeGaron, Los Angeles; Dr. A. A. Fairborn, Detroit; D. A. Fisher, Washington, D. C.; Thomas Griffith and wife, Red Oak, Iowa; L. Kirsch, J. D. Hager, New York; S. L. Hastey, Detroit; B. W. Kinney, Portland, Me.; Wm. G. Kirkhoff, Los Angeles; Mrs. J. S. McDonald, Silver City, N. M.; G. E. McKinnon, Columbia, Tenn.; Miss E. Nugent, Los Angeles; Miss Nellie Nihon, New York; C. B. Prescott and wife, Maine; C. E. Paine, Mexico; A. C. Presely, G. H. Sweezey, Los Angeles: Mrs. H. Rice, San Francisco; Rev. John Rea and wife, Oakland; J. H. White, Tombstone; Mrs. S. V. Wilcox, Wellsville, and twenty-six emigrants.

SAN FRANCISCO STOCK SALES.

SAN FRANCISCO, February 12 1886

MORNING SESSION.

G. & C.	75c	Point	1 15
B. & B.	1 20	Confidence	90@95c
Con. C. Va.	2 06@2 10	Belcher	1 10
ex-div.	30c.	Bodie	1 15
Savage	1 15	Bulwer	45c
Chollar	85c	Mono	3 65
H. & N.	2 20@2 25	Crocker	25c

AFTERNOON SESSION.

Holmes	11	G. & C.	70c
do—dividend, 25c		C. C. Va.	2 10
Bodie	1 30	Savage	1 20
Eureka	1 55	Potosi	25c
Bulwer	40c	H. & N.	2 25
Mono	3 80@3 90	Jacket	1 00@1 05
S. King	6 75	Nevada	65c
Peerless	25c	Bullion	25c
Ophir	50c	Union	50c

THE NATIONAL CAPITAL.

PANORAMA OF THE FIRST BULL RUN BATTLE BOYCOTTED.

The Trade Dollar Question—Welcome Decision—Home for Soldiers—Minor Notes.

[SPECIAL BY TELEGRAPH TO THE RECORD-UNION.]

The California Marshalship.

WASHINGTON, February 12th.—Senator Edmunds, Chairman of the Judiciary Committee, to which the nomination of Christopher Franks will be referred, told Judge Field last night that considerable time would elapse before Franks' nomination could be considered and acted upon. The controversy between the Senate and President, he said, would delay the confirmation. The term of the present Marshal expires on the 20th instant, and if Franks is not confirmed before that time the Justice will be obliged to make a temporary appointment of Marshal. He will probably be guided by the expressed wishes of the President and appoint Franks.

A Welcome Decision.

WASHINGTON, February 12th.—The question of authority for issuing Consular certificates to Chinese covered a letter from the Secretary of the Treasury to the Secretary of State, dated August 25, 1885, in accordance with the several protests made by Congressman Morrow to the Secretary of State and to the Secretary of the Treasury, that all such certificates were contrary to law. The Secretary of the Treasury to-day abrogates this supposed authority, and decides there is no authority in law for the issuing by Consular officers of certificates entitling Chinese persons of any character to land in the United States, and instructions have been given accordingly.

The Trade Dollar Silver Question.

WASHINGTON, February 12th.—Another complication has arisen in the trade dollar question in the House. It had been the intention of the advocates of the trade dollar redemption law to hasten the report, and endeavor to put the matter through at once. Chairman Bland, of the Coinage Committee, who assumes to control the treatment of the silver question in all its branches, has used all his influence to prevent a premature discussion. Morrison, however, ignoring Bland's leadership, has opened the way for Mills, Findley and others to make their speeches on the silver question. As the matter now stands there is much ill feeling, and a desire to precipitate a general silver debate. Friends of the trade dollar bill are divided as to whether it is best to endeavor to put that measure through before the fight has grown bitter, or whether the report at this time would make the trade dollar bill an excuse for a silver contest on more general principles, which would jeopardize its prospects of passage.

The Coinage Committee and the Silver Question.

WASHINGTON, February 12th.—The House Committee on Coinage, Weights and Measures held an important meeting this morning, as indicative of the policy that the committee intends to pursue with respect to silver legislation. All the members, save one, were present. Considerable dissatisfaction has been expressed by a few members of the House that the committee has not taken action upon some of the various bills introduced regarding silver coinage. Various opinions were expressed to-day as to the proper policy to be pursued, and some of the gentlemen present expressed fears that the subject might be taken out of the control of the committee unless a bill of some description should be speedily reported to the House. Mr. Felton, of California, said that if any other committee should be so lacking in courtesy as to attempt to secure management upon the floor of a subject intrusted exclusively to the Coinage Committee, he would be content to let the responsibility for it rest upon the shoulders of those who were so anxious to assume it, but he thought, as preliminary to the work of drafting some bill, it would be well to know the views entertained by different members of the committee regarding silver coinage. This suggestion met with general approval, and an experience meeting followed. All the members of the committee briefly stated their views. Not to exceed three members of the committee were in favor of the unlimited coinage of silver, and every member expressed his preference, if possible, of a bi-metallic standard. Not a member of the committee advocated the absolute suspension of the coinage of silver dollars. There are several members who, if confronted with the single alternative of voting for suspension or for a continuance of the present law, would vote for suspension; but they think a compromise measure of some description can be invented.

Cuthbert Bullitt Jones' Enmity.

WASHINGTON, February 12th.—Cuthbert Bullitt Jones has written a letter to Senator Randall Gibson, of Louisiana, in which he says that he knew that Gibson had aided and abetted Floyd King, Representative from Louisiana, in the effort to undermine him (Jones) before the State Department and defeat him in getting a diplomatic post. Jones further informed Gibson that he intends to furnish the press with a pen-picture of the Louisiana Senator and place it in no enviable frame. The rivalry and trouble between Senators Gibson and Eustis are mixed up in the matter.

Postoffice Inspectors.

WASHINGTON, February 12th.—The examination for Postoffice Inspectors will commence next Tuesday. A part of the force was appointed seven months ago, and this will be the second installment coming in. California got no representation before, and no one has responded to this call, though there were two applicants from San Francisco. The Pacific coast States would be entitled to two or three. The examination is not as trying as it seems, and the long distance has scared them off. The places pay $1,600 per annum and expenses.

Branch Soldiers' Home.

WASHINGTON, February 12th.—The Subcommittee on Military Affairs has reported favorably the bill for the erection of a branch home for disabled volunteer soldiers west of the Rocky Mountains, and has recommended an appropriation of $10,000.

Boycotting a Picture.

WASHINGTON, February 12th.—A company is constructing a brick building here within a few yards of the White House to exhibit a panorama of the first battle of Bull Run on canvas, after the order of pictures of the siege of Paris, etc. The scene represents the Union troops fleeing toward Washington in wild disorder and being cut to pieces by the victorious Confederates, headed by some distinguished Generals in gray. The Grand Army of the Republic Post here held a meeting and boycotted the exhibition, which has not yet been opened to the public. A notice was sent out to the Posts all over the country to take similar action.

A Questionable Transaction.

WASHINGTON, February 12th. — When "Tom" Ochiltree was in Congress from Texas, he engineered a bill through appropriating $160,000 for the purchase of some property at Fort Brown, at the mouth of the Rio Grande. It has been discovered that the property is not worth $25,000. The Secretary of War has ordered payment to be stopped, and the Committee on Expenditures of the War Department will investigate the case.

House of Representatives.

WASHINGTON, February 12th.—After the reference of a large number of Senate bills, to their appropriate committees, the Speaker proceeded to call the committees for reports of a private nature.

At the conclusion of the call the House went into Committee of the Whole on the private calendar.