

PROCEEDINGS OF CONGRESS

Both Houses Pass a Resolution Providing for Adjournment on Saturday.

The Senate Transacts Routine Business, and Members of the House Talk about Havemeyer's Sugar Trust and the Mills Bill.

WASHINGTON, Oct. 18.—The conference report on the bill for the allotment of lands in severalty to the united Peoria and Miami in the Indian Territory was presented and agreed to.

Mr. Gray, in the absence of the two Connecticut Senators, presented and read a memorial of five hundred citizens of Connecticut—working-men, wage-earners, manufacturers and farmers—in favor of the Mills bill and the admission of raw materials, particularly wool, salt, lumber, tin-plates, etc., free of duty.

The resolution for a recess from next Saturday to the 10th of November was taken up, and Mr. Paddock moved to amend it by making the recess begin on the 27th and end on the 12th of November.

Mr. Allison said that he had consulted Senators on both sides of the chamber, and thought the prevailing opinion was in favor of adjournment until the first Monday in December. He understood that the Senator from Georgia, (Mr. Brown), would support it.

Mr. Brown thereupon offered a resolution for a final adjournment of this session at 1 o'clock next Saturday. He said he did not believe that the passage of the tariff bill would be facilitated by a prolongation of the session.

Mr. Everts spoke in favor of Mr. Brown's resolution and Mr. Paddock favored the amendment offered by him.

Mr. Cockrell ridiculed a remark by Mr. Paddock, to the effect that he and his people desired the passage of the Senate bill. That claim, he said, was perfectly farcical.

Mr. Paddock said that the Democratic Senators would stand with them; but it was a farce to undertake it, and the Senator from Nebraska knew it.

Mr. Paddock said the primary trouble about the matter was that there had not been a quorum in the House for six weeks.

Mr. Cockrell—That does not make a particle of difference. The House has nothing to do with the bill now. When the Senate passes this bill, there will be a quorum of the House to act on it.

The presiding officer intimated that Mr. Cockrell was not in order, and expressed the hope that Senators would co-operate with him in maintaining order.

Mr. Cockrell—We will do it. We will help you. [Laughter.] Do not [Mr. Paddock] trouble yourself about the House. The House will take care of itself.

After some further discussion by Senators Cockrell, Paddock and Aldrich, Mr. Allison said he would accept the amendment offered by Mr. Brown.

A majority of the Democrats voted in the affirmative, while a majority of the Republicans voted no. There was no demand for a division, and the chairman, after the usual adoption, declared the concurrent resolution adopted.

Mr. Teller offered a resolution instructing the committee on Indian affairs to inquire as to the truth of the report that the Secretary of the Interior has purchased a large number of wagons for the Indian service.

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WABASH MORTGAGES CONSOLIDATED.

CHICAGO, Oct. 18.—Judge Gresham decided, to-day, that the Wabash railway division mortgages should all be consolidated with the Knox & Jessup mortgage, pending at Springfield, Ill., the order not to be entered, however, until the hearing of a similar plea by Judge Jackson, at Nashville, Tenn., on Monday next.

The net earnings of the Chesapeake & Ohio road for August were \$153,379, an increase over the corresponding month in 1887 of \$32,538.

A. E. Robbins, ex-passenger conductor on the Vandallia, has been appointed train master of the Missouri Pacific, with headquarters at Council Bluffs.

The Chicago & Alton has consented to propose on all transcontinental business, thus reducing the rate on the Chicago & Alton line to that of the Western roads.

It is stated that the Ohio & Mississippi preferred and common stockholders are disposed to consent to the conversion of the \$4,500,000 preferred stock into first mortgage bonds.

The company which proposes to build a road from Elkhart to Richmond, Ind., a distance of some 150 miles, has received thirty-five car loads of steel rails, and claims to have several hundred cords of lumber on hand.

At points where the American is coming in competition with the Adams and United States express companies it is obliged to reduce rates to meet those of the two companies which are carrying the bulk of the country's freight.

President Ingalls proposes to establish an elegant line of sleeping coaches between Chicago and Richmond, and Washington, D. C., with the opening of the through line over the C. & O., St. L. & C. and the Chesapeake & Ohio.

The railroad commissioners of Illinois wish to make any device sanctioning the use of interlocking switches until they have more information.

In September the Pennsylvania lines handled 521,248 tons of coal, an increase over the tonnage in the corresponding month in 1887 of 87,637 tons.

The Be-line is fitting up its passenger trains with a heater much similar to the Graydon heater, the steam coming from the locomotive.

During the year ending June 30, 1888, 1702 tons of sixty-seven-pound steel rails were put in the shops of the Chesapeake & Ohio.

Two or three new elevators are to be built at once on the Indianapolis, Decatur & Western line, and the new line and one of the old Indianapolis lines are worth more to the company now than would one thousand grain cars be loaded and allowed to go east of Indianapolis.

Shipments of coal by the Indianapolis & St. Louis line have fallen off 75 per cent. Still its traffic of this character will reach nearly its usual proportions, this fall and winter.

Rumors are current that one of the roads is carrying east-west freights out of here at lower rates than the proper classification, in that class indirectly cutting the rates.

The Columbus, Springfield & Cincinnati Railroad Company yesterday elected the following directors: J. S. Farlow, Isaac Penn and James Moore, all of Boston; J. A. Jeffrey, Columbus, O.; A. S. Bushnell and J. H. Thomas, Springfield, Mass.; and J. S. Farlow, president; Isaac Penn, vice-president, and J. L. Moore, secretary and treasurer.

The statement of railway earnings for September in the West, which, on the whole, are predictions, although, as might reasonably be expected, there is a falling off in comparison with the same month last year.

The Northern Pacific is fitting up its freight cars with the Westinghouse air brake, at the rate of ten a day, doing the work in its own shops.

The Marietta & Georgia Railroad Company has negotiated its recent issue of bonds, and has secured money sufficient to complete the road to Rock Island's Colorado extension.

The last fall has been laid on the Chicago & Rock Island's Colorado extension. The new road will now be in order while the other road is advertising itself.

Last month twelve consolidated engines were delivered to the Northern Pacific, and the weight of these engines equals 130,000 pounds, and the cylinders are twenty-two by twenty-eight inches. Thirteen more engines of the same type are to be delivered.

The Louisville & Nashville people are pushing their extensions. A large force is employed from Pineville southward, another on the extension from Birmingham, Ala., north to Huntsville, and a third force is at work on the Cumberland Gap tunnel.

The New Jersey Central has just placed contracts for thirty consolidated locomotives, 2,000 tons of coal cars, and a large number of passenger coaches. Last week it let the contract for furnishing 5,000,000 pounds of iron beams and girders to be used in the construction of the new depot at Jersey City.

Last week the Atchison, Topeka & Santa Fe delivered at Kansas City 1,056 car-loads of live stock, against 800 car-loads in the corresponding week of last year.

The following building permits were issued yesterday: John Herrmann, frame cottage, Myrtle street, near Brookside avenue, \$1,800; Robert B. Braden, frame cottage, Nordway avenue, \$1,000.

THE EFFECT OF PARDONS.

Sentences for Grave Crimes Materially Lessened by the Leniency of Governors.

An examination of the pardon records of Governors Williams and Gray discloses the fact that men who are guilty of the most outrageous crimes, and have received the most severe sentences from the courts that have heard the facts and know the degree of punishment they merited, got off with less penalty than the men guilty of stealing a horse or an overcoat.

It is well known that for instance, during his term of office, Governor Williams granted pardons to 183 prisoners sentenced to the prisons for life. They had all been tried and found guilty of murder.

He pardoned seven men who were serving sentences for rape. Their average term of sentence was six years, and the average term served by them was three years.

He pardoned three men guilty of assault with intent to kill. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of manslaughter. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of burglary. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of larceny. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of forgery. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of perjury. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of conspiracy. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of treason. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of sedition. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of rebellion. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of piracy. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of highway robbery. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of extortion. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of blackmail. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of kidnapping. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of false imprisonment. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of false personation. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of impersonation. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of passing counterfeit money. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of uttering counterfeit money. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

He pardoned three men guilty of receiving stolen goods. Their aggregate term of sentence was 12 years, and the average term served by them was six years.

WANTED—MALE HELP.

WANTED—FIRST-CLASS GAS-FITTERS AND Plumbers, at No. 342 East Washington street. Inquire immediately, G. W. LAUGHLIN & CO.

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WANTED—MISCELLANEOUS. WANTED—AN EASTERN FIRM, MANUFACTURING a first-class line of shop machinery, from which they have increased their production at the rate of 25 per cent. per year for the past five years, with orders constantly ahead of their production, now employing one hundred hands, twelve months the year, mostly skilled labor, at present being \$1,000 per week, are open to receive proposals to remove its plant to any town with good water facilities, where a good natural gas supply is available. Would need a brick building 400 feet long, 90 feet wide, two stories high. Address MANUFACTURER, Journal office, Indianapolis, Ind.

FINANCIAL. FINANCIAL—ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st.

MONEY TO LOAN—6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block, 14 East Market street.

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