FORTY-NINTH CONGRESS.

THE RIVER AND HARBOR BILL PASSED THE HOUSE.

The Appropriation for the Mississippi—The Interstate Commerce Debate in the Senate.

WASHINGTON, May 6.—*Senate.*—The Chair laid before the Senate a message from the President transmitting a letter from the Secretary of the Interior, submitting a draft of a bill recommended by the Commissioner of Indian Affairs, providing for payment for improvements made by settlers on the Mecalero Indian reservation, in New Mexico. Referred.

Senator Jones [Nev.], from the Committee on Contingent Expenses, reported favorably Senator Edmunds's resolution providing for an assistant clerk for the Judiciary Committee for the remainder of the session at $8 a day. The resolution was agreed to.

On motion of Senator Sherman the Senate agreed that the anti-Chinese immigration bill and the bill to indemnify Chinese subjects for losses by the Rock Springs riots shall be special orders for Monday, May 10th.

On motion of Senator Hoar the Pacific Railroad funding bill was made the special order for Tuesday, May 11th.

Senator Cullom called up the interstate commerce bill.

Senator Frye called up the Staten Island bridge bill.

The Chair stated the Senate had already given unanimous consent to continue consideration of the commerce bill during the morning hour, and throughout the day, from day to day, until disposed of. The commerce bill was therefore laid before the Senate.

Senator Butler opposed the bill.

Senator Wilson [Ia.] offered an amendment providing that the provision of the bill against receiving more for a shorter than for a longer haul should be construed as authorizing any railroad company to charge as much for a shorter as for a longer haul. He did this to prevent the companies from holding that the bill gave them an implied authority to charge as much for a haul of 100 miles as for a haul of 1000 miles.

Senator Maxey would vote for the bill as the best that could now be had.

Senator Ingalls said the long and short haul clause as now amended was like a crowbar thrust into the works of a watch. The Camden amendment, as Senator Ingalls believed, was in such absolute hostility to the interests of the West that if the bill became a law, which Senator Ingalls thought doubtful, there would never be a bushel of grain nor a pound of beef or pork brought east from Iowa, Kansas or Nebraska. Senator Ingalls said that the Senator from West Virginia (Senator Camden) lived on a line of railroad that was directly interested in the short haul, and those voting with him were also interested in it. The direct effect of the Camden amendment would be to make the producers of the West pay short haul rates on every pound of freight brought to the seaboard. The Senator from West Virginia (Senator Camden) was too astute not to know that fact. The Senator had an object and purpose in proposing his amendment. His design was to compel the men who raised the cereals of the West to pay local rates all the way to the seaboard. The Camden amendment, Senator Ingalls said, would absolutely destroy the commerce of Kansas, because that State stood midway between the Atlantic and the Pacific. What, he asked, were railroads for, if not to cheapen rates for long distances? Why should a man, living a thousand miles from the sea have the whole value of his production consumed in getting it to market? What difference, he asked, did it make to the Senator from West Virginia, how much the Western man paid for his freight? That Senator came here as, Senator Ingalls would not say as the agent, but as the instrument of these grasping and over-reaching monopolies, about a thing in which he had no concern. The thing was in the interest of corporations and against those of the people, and it had been offered here because it was in the interest of corporations. Everybody knew that if left to the operation of natural laws, the equalization attempted to be secured would be secured by competition and the extension of railroads.

Senator Camden, rising to a personal explanation that the Senator from Kansas (Ingal's) in venting his spleen on him (Camden), did him great injustice. What that Senator had said about Senator Camden's connection with railroads was not supported by a single fact.

Senator Ingalls said he had made no statement about Senator Camden's connection with railroads.

Senator Camden said he would like for Senator Ingalls to appeal to the *Record*, which, he said, would show his (Ingalls's) remarks without alteration. Senator Camden said he had never owned a dollar's interest in any trunk line railroad in his life, and never in any railroad except a local West Virginia road, that could not be affected by any interstate commerce bill, unless it affected it adversely. His (Camden's) action here had been for the interest of his constituents and for the great body of the people of the country. Senator Camden wished to emphasize the fact that he was not interested in any corporation.

Senator Hoar said he could not vote for the long and short haul clause as amended by Mr. Camden. It would strike a fatal blow at our foreign commerce. Having had the courage on a former occasion to vote for a river and harbor bill under a share of detraction, he would not hesitate at the proper time to move to strike out from the pending bill this objectionable clause.

Senator Allison said that under the provisions of the bill as they now stood it would be practically impossible for the people of Iowa to get their cereals to market. He thought the introduction of the long and short haul question into the bill was a mistake. In the States that were said to have laws on the subject the railroads paid no attention to the laws. Not only would the people of Iowa under this iron-clad provision be unable to send their produce to the East, but they could not get from the East the anthracite coal, of which they used a considerable quantity.

Senator Allison would prefer a bill creating this commission, but without this long and short haul clause; at least for a year or so, until time and experience in the working of the commission should show what was best to be done with that complicated question. The proposed arrangement would, he feared, be a very serious embarrassment to the country with its many ramifications. The general provisions of the bill, however, met Senator Allison's hearty approval, and he expressed the hope that the Senate would adhere to them.

Senator Cullom said that in his opinion an enforcement of the bill as now amended would require the nearer a person lived to the seaboard the cheaper he would get his transportation, and this rule, if rigidly enforced, would destroy the commerce of the West. Not only would it hurt the producer of the West, but very seriously also the consumer of the East. He hoped the Senate would reconsider its action in agreeing to the Camden amendment.

The House.

Mr. Tucker [Va.] from the Committee on Judiciary, reported adversely a joint resolution proposing a constitutional amendment providing for female suffrage. House calendar.

A number of other committee reports were also submitted. In the morning hour Mr. Hatch [Mo.] called up the bill to create the department of agriculture and labor.

The opposition to the measure took the form of dilatory motions, which were submitted by Mr. Breckenridge [Ky.], Mr. Hewitt [N. Y.], and Mr. Blount [Ga.], and the hour expired without any consideration of the bill having been entered upon, which led Mr. Burrows [Mich.] to inquire, sarcastically, whether there was any parliamentary method except filibustering by which the majority could defeat its own measures.

The House then went into committee of the whole (Mr. Wellborne [Tex.] in the chair) on the river and harbor bill.

Mr. Eberhart [Pa.] and Mr. Stone [Mo.] opposed the bill.

The committee then rose and reported the bill to the House.

The only amendment reported from the committee upon which a separate vote was demanded was that directing the Secretary of War to negotiate for the purchase of the works of the Monongahela Navigation Company. It was agreed to, 124 to 42.

Under the arrangement made in committee, Mr. Holman [Ind.] offered an amendment providing that the money appropriated for the improvement of the lower Mississippi, except such as is required to protect the works already in progress, shall be expended in the continuance and completion of the works on Plum Point and Lake Providence reaches. Agreed to—yeas, 132; nays, 112.

Mr. Hepburn [Ia.] moved to strike out the appropriaton for Galveston harbor.

Mr. Hepburn moved to amend by providing that the appropriation for the improvement of the lower Mississippi shall be expended under the direction of the Secretary of War, without the intervention of the Mississippi river commission. Agreed to—yeas, 126; nays, 107.

Mr. Hepburn also offered an amendment providing that the improvement of the Missouri river from its mouth to Sioux City shall be conducted without the intervention of the Missouri river commission. Agreed to—yeas, 76; nays, 71.

Mr. Spooner [R. I.] moved to recommit the bill, with instructions to the Committee on Rivers and Harbors to report back a bill appropriating $10,000,000, to be expended under the direction of the Secretary of War on such public works as he may deem proper. Lost.

Mr. Holman [Ind.] moved to recommit the bill, with instructions to the Committee on Rivers and Harbors to report back a measure appropriating $8,000,000 for the improvement of rivers and harbors, to be expended under the direction of the Secretary of War, subject to the approval of the President. Rejected—yeas, 85; nays, 115.

The bill was then passed—yeas, 143; nays, 102.

An unsuccessful attempt was then made to bring up the electoral count bill and the House adjourned.

NEW YORK LEGISLATURE.

Final Report on the Broadway Surface Railroad—Bills Introduced.

ALBANY, N. Y., May 6.—The Senate Committee on Railroads yesterday made its supplemental and final report on the results of its investigation of the Broadway Surface Railroad Company's doings. It reasserts in the strongest language the illegality in organization of the company; its utter disregard of law in its subsequent proceedings; its wholesale bribery of Aldermen; and the flagrant violations of law practiced by the councilmen in consenting to its laying of tracks in lower Broadway. It speaks of the remedial laws which have been passed since the investigation began as likely to have salutary effect, and of the legal proceedings initiated against the bribe-taking Alderman, and speaks strongly of the dangers which threaten the State from the spirit of wholesale corruption which now exists in official places. Accompanying it was a communication from the District-Attorney of New York City, saying that he had some important additional testimony to present before it, going to show how the bribe money was distributed, and asking that the time of the committee be extended.

A resolution to have the Third Avenue road investigated was referred to the committee to report on its advisibility. The Assembly, after a long political debate, an appropriation of $200,000 to improve the Erie canal was passed. A resolution, which was adopted, requesting Congress to pass the bill for the relief of Col. J. D. Stevenson of San Francisco, eighty-six years of age, a veteran of the war of 1812 and of the Mexican war, and who took the first regiment of Mexican volunteers to California.

Two bills were introduced declaring boycotting not to be conspiracy or misdemeanor under the law.

No Wonder He Took the Road.

MINEOLA, TEX., May 4.—Some time ago a tall, gangling young man put in his appearance here and took up quarters at a boarding house kept by a colored woman and went to work for her, selling lunch at the trains. The boys about the trains, both white and black, continually poked fun at him, and he told them the blacks were as good as the whites of this country. This enraged some of the older boys and he was yesterday notified to leave the town. Not heeding the admonition, he was quietly taken out last night and tarred and feathered. This morning he called at a house and asked for some soap, saying he had come in during the night on an ox team and had got tar all over him. It is said the victim is now counting ties on the Texas and Pacific railway, with his face toward the East.

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Ladies' and gents' clothes cleaned or dyed in any color, also kid gloves, ostrich feathers and lace curtains by Louis Reigel, 58 Jefferson street, Memphis, Tenn. Goods received by express.

OPPOSED TO HOME RULE.

RESOLUTIONS ADOPTED BY DUNDEE MERCHANTS.

John Bright's Private Opinion Publicly Expressed—John Rogers on the War-Path.

LONDON, May 6.—The *Daily Telegraph* hopes that the decisions of the National Liberal Federation at yesterday's meeting will have the effect of increasing the obstinacy of Mr. Gladstone and Mr. Chamberlain and make a reconciliation impossible.

THE DUNDEE CHAMBER OF COMMERCE has adopted resolutions declaring that the Irish bill would tend to cause disruption, ruin the financial credit of Ireland, exclude capital and stop commerce, and has agreed to present a petition to Parliament against the bills.

The Belfast Linen Merchants' Association, at a meeting yesterday, condemned the Irish bills, objecting to conferring power upon any authority in Ireland to tax industries.

MR. MITCHELL HENRY, M. P., speaking at Glasgow yesterday, quoted a private conversation from Mr. John Bright, in which the latter said: "Heaven forbid that we hand over the minority in Ireland to the men who insulted the Queen and hauled down the Union Jack from the Mansion House."

TO REJECT MR. GLADSTONE'S BILL.

Lord Hartington has consented to introduce in the House of Commons a motion to reject Mr. Gladstone's home rule bill on its second reading.

The Greco-Turkish Trouble.

ATHENS, GREECE, May 6.—The official journal of the Ministry says that as long as the pressure of the ultimatum of the powers is allowed to remain Greece will not dismiss a single soldier from the army now mobilized.

French Officers Massacred.

LONDON, May 6.—The officials of the French new Hebrides Company on Espiritu Santo Island have been massacred by a party of natives from Port Stanley. The Governor of New Caledonia has despatched a transport with troops to the island to render any assistance that may be required.

Cholera in Italy.

ROME, May 6.—It is officially announced that cholera has appeared in Venice and Vicenzea. Several cases and some deaths are reported in these places daily.

False Invoices.

ROME, MAY 6—The Indus rial Conference has adopted England's proposal that all products bearing a false indication of their place of origin may be seized if imported from any of the countries represented in the conference.

Legislation Affecting Ireland.

LONDON, May 6.—A blue book has been issued containing the important acts of Parliament of the last century in relation to Ireland. They are four in number and are: The act of 1719, the object of which was to better secure the dependency of the kingdom of Ireland on the crown of Great Britain; the act of 1782, which repealed the former measure; the act of 1783, which was intended to remove the doubts as to the jurisdiction of the Irish Parliament, and last, the act of union.

John Rogers on the War-Path.

LONDON, May 6.—A warrant was to-day issued by a magistrate at the Bow street Police Court, for the arrest of Mr. John Rogers, the manager of Miss Minnie Palmer, for threatening to fight a duel with Mr. Arnold. The latter gentleman is a member of the company which is playing "My Sweetheart" at the Strand Theater with Miss Palmer as the star, and it is alleged that the reason why John Rogers wishes to shoot Mr. Arnold is that Miss Palmer favored the latter.

Dissatisfaction in Nova Scotia.

HALIFAX, N. S., May 6.—In the House of Assembly last night the Secretary gave notice of a motion that the members of this branch of the Legislature of Nova Scotia are of the opinion, and do hereby declare their belief that the financial and commercial interests of the people of Nova Scotia, New Brunswick and Prince Edward Island would be advanced by those provinces withdrawing from the Canadian Federation and uniting under one government, or, in default of that, that Nova Scotia again become an independent province of Great Britain.

Marrying in Paris.

There are over 100 matrimonial agencies in Paris alone. The first establishment of the kind was set up shortly after the revolution of 1793. Some are public, some private. The latter are rather suspicious, and even the public ones are occasionally caught making dupes. One agent was recently sentenced to two years' imprisonment for swindling clients. Over forty of the keepers of these offices are women, who seem to make a good living out of them. One agency effected 202 matches during the last eight months. The customers are enriched cooks, elderly maids, and so forth, pensioned soldiers, functionaries who have lost their places through the change of government and desire to be supported, government employes, and others of the lower classes. There are no statistics as to the happiness resulting from these marriages.

The Infanta Eulalie of Spain had to go through a most embarrassing ceremony at her wedding. Her parents' consent had to be obtained, which necessitated her walking down the church to where they sat and kissing their hands. Don Antonio de Bourlean had to do the same to his parents. The symbolic gold with which the groom endows his bride was represented by thirteen onzas which have served at all royal Spanish marriages for more than a century. The putting on of the ring—which, by the way, in Spain adorns the third finger of the right hand of both man and wife—did not end the ceremony. The godparents held a white satin scarf with gold fringes over the head of the bride and about the shoulders of the groom, who were meanwhile enlaced with white satin ribbon, to indicate that they were joined for life.

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CUTHBERT.

BAY STALLION, star, left hind ankle and right hind heel white. Foaled May 6, 1881, by Cuyler (sire of Algath, three-year old record, 2:25¾). First dam Marcia S., by Williams's Mambrino (sire of the dam of Santa-Claus, 2:17¾); second dam Ned (dam of Clemmie G., record 2:15¾, Post Boy 2:23¾, Alice Stoner 2:26½, by Berkley's Edwin Forrest); third dam by Mambrino Chief (sire of Lady Thorn, 2:18¼); fourth dam by Grey Eagle; fifth dam by Bolivar; sixth dam by Blackburn's Whip; seventh dam by Comet.

CUTHBERT is a mahogany bay, 16½ hands high, and magnificently proportioned. He has never been handled for speed, but can show a 2:40 gait with two men in a buggy. Was bred and raised by J. C. McFerran & Co., Glenview, near Louisville, Ky., and sold at a two-year old for $2500. Cuthbert will be allowed to serve 25 approved mares this season. Services, twenty-five ($25) dollars cash. Can be seen at our stable.

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NOTICE.

To Contractors and Builders

THE Greenville Compress and Warehouse Company at Greenville, Miss., solicits sealed proposals for the construction of their buildings for Compress and Warehouse, according to specifications on file with the undersigned, at the Bank of Greenville, until

May 11th at 12 O'clock m.,

when all bids will be opened. The Directory reserves the right to reject any and all bids. Bids must be accompanied with cash deposit of 5 per cent. of amount of bid, and all proposals addressed to the Secretary and marked "Bids for building Greenville Compress and Warehouse buildings."

L. HEXTER, Secretary.

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In order to move our immense stock we make the following offer:

Good Straw Hats at.....25c, 35c, 50c and 75c
Extra Fine Straw Hats at....$1, $1 25, $1 50, $2
Small Straw Bonnets, all colors.....50c
Extra Wide Brim Hats, for country.....25c

FLOWERS.

Beautiful Roses, all colors, per dozen.....40c
Violets, per dozen.....5c
Buttercups, per dozen.....10c
Carnation Pinks, per dozen.....15c
Elegant Bunches of Flowers.....25c
Extra Fine Bunches of Flowers.....50c
Imported French Flowers from.....$1 to $5
Ostrich Tips (3 in bunch) for.....35c
Fruits, Leaves, Stems, all kinds of material to make Artificial Flowers.

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Administrator's Notice.

Office Public Administrator, Shelby County Courthouse, Memphis, Tenn., April 15, 1886.

THE undersigned having been appointed and qualified administrator of the estate of Henry F. Arnold, deceased, notice is hereby given to all persons indebted to said estate to come forward and settle; and to those to whom said estate is indebted to file their claims with me, duly probated, within the time prescribed by law, or the same will be forever barred. JOHN LOAGUE, Public Administrator.

Neuralgia

CAN BE CURED WITHOUT THE USE OF OPIUM OR MORPHINE!

The *Medical Brief*, published at St. Louis, says in the June, 1884, issue: "Many have become victims to the use of opium or morphine, from the use of those drugs for the relief of Neuralgia. It is gratifying to observe that such dangerous consequences may be averted by the use of TONGALINE, which is almost a specific in the acute form of Neuralgia."

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HARKAWAY—Dark brown stallion, 16 hands high, by Enquirer, dam Rurica by Ruric. Harkaway won great Post Stakes, St. Louis, 1878, 2 mile heats, in 3:38 and 3:35, and the following day won the Garnean Cup, mile heats, in 1:43 and 1:42½. Is horse of fine style and sure foal getter. Fee, $20.

HOLTON—By Triton (own brother to Trinket—2:14), dam Miss Butler, dam of Maud Butler; breeder's certificate, 2:28¾, at 3 years old. Holton is rich blood bay, 3 years old, 15.3 high, level gaited, and promises great speed. Fee, $15.

ROBERT BRUCE—Bruce is a dark bay trotting and pacing stallion, winner of First Prize at Kerrville, 16½ hands high, sired by Bay Dick, he by Lexington. Fee, $10.

BLACK PRINCE—Registered A. J. C. C. Jersey Bull. Fee, $2 50.

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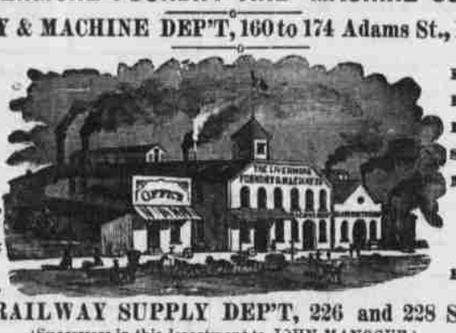

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