THE OMAHA DAILY BEE.

SEVENTEENTH YEAR. OMAHA, WEDNESDAY MORNING, JANUARY 18, 1888. NUMBER 214

PACIFIC RAILROAD ROBBERS.

Cleveland's Message Accompanying the Commission Reports.

VOTED MONEY TO THEMSELVES.

Over-Generous Statesmen and Crooked Corporation Contractors—Settlement Recommended According to the Majority's Views.

Corporate Crime Recalled.

WASHINGTON, Jan. 17.—The president sent to congress to-day a message transmitting the Pacific railroad reports. The president said:

The commissioners have prosecuted their inquiry with commendable industry, intelligence and thoroughness. They have, however, been unable to agree upon the manner in which these railroads should be treated respecting their indebtedness to the United States or to unite upon the plan best calculated to secure the payment of such indebtedness. This disagreement has resulted in the preparation of two reports. The reports exhibit transactions and schemes connected with the construction of aided roads and their management and suggests the invention of such devices on the part of those having them in charge for the apparent purpose of defeating any chance for the government's reimbursement that any adjustment or plan of settlement should be predicated upon the substantial interests of government rather than any forbearance or generosity deserved by the company.

The majority report, while condemning the methods of those who formerly had charge of the Union Pacific, declares that since its present management was inaugurated in 1884 its affairs have been fairly and properly conducted and that the present administration has devoted itself honestly and intelligently to the herculean task of rescuing the Union Pacific from the insolvency which seriously threatened it at the inception of its work. That it has devoted itself, by rigid economy, by the application of every dollar of the earning capacity of the system to its improvement and betterment to place that company on a sound and enduring financial foundation. The condition of the present management of the Union Pacific company has an important bearing upon its ability to comply with the terms of settlements of its indebtedness which may be offered by the government.

"I have been furnished with statement or argument in defense of transactions connected with the construction of the General Pacific road and its bradch lines, from which it may not be amiss to quote for the purpose of showing how some operations of the directors of such road, strongly condemned by the commissioners, are defended by the directors themselves. After speaking of the contract for the construction of one of these branch lines by a corporation called the Contract and Finance company, owned by certain directors of the Central Pacific railroad, this language is used: "It may be said of this contract, as of many others that were let to the different construction companies in which the directors of the Central Pacific have been stockholders, that they built the road with money furnished by themselves and had the road for their outlay. In other words, they paid to the construction companies bonds and stock of the railroads so constructed and waited until such time as they could develop sufficient business on the road built to induce the public to buy the bonds or stock. If the country through which the road ran developed sufficient business, then the project was a success. If it did not, then the operation was a loss. Any loss occurring was necessarily their's and of right the profit belonged to them. But, it is said, they violated the well-known rule of equity in dealing with themselves; that they were trustees and that they were representing both sides of the contract. The answer is that they did not find anybody who would take the chances of building the road through what was then almost uninhabited country and accept the bonds and stock of the road in payment, and when it is said they were trustees, if they did occupy such relation it was merely technical, for they represented only their own interests on both sides, here being no one else concerned in the tranaction. They became the incorporators of the company that was to build the road, subscribed for its stock and were the only subscribers. Therefore, it is difficult to see how any one was wronged by their action. The rule of equity invoked, which has its origin in the injunction that no man can serve two masters, certainly did not apply to them, because they were acting in their own interests and were not charged with the duties of caring for others' rights, there being no other persons interested in the subject matter.

"In view of this statement and facts developed in the commissioners' report, it seems proper to recall the grants and benefits derived from the general government by both the Union and Central Pacific for the purpose of aiding the construction of the roads.

"By an act passed in 1862 it was provided there should be an advance to said companies by the United States to aid in the construction, bonds of the government and lands from the public domain, and that to secure the repayment of the bonds advanced said bonds should constitute a first mortgage on the whole line of their road, and on their property of every kind and description.

The liberal donations, advances and privileges provided for in this law were granted by the general government for the purpose of securing the construction of these roads, which would complete the connection between our eastern and western coasts, and they were based upon a consideration of the public benefits which would accrue to the entire country from such construction.

"But the projectorh of these roads were not content, and the sentiment which then seemed to pervade congress, had not reached the limit of its generosity. Two years after the passage of this law it was supplemented and amended in various important particulars in favor of these companies by an act which provided, among other things, that the government's mortgage should become a junior lien and be subordinated to a mortgage which the companies, by an amendatory act, were authorized to execute to secure bonds which they might from time to time issue in sums not exceeding the amount of the United States loans which should be advanced to them.

The immense advantages to the companies of this amendatory act are apparent, and in these days we may well wonder that even the anticipated importance of the construction these roads induced what must now appear to be rather reckless and unguarded appropriation of public funds and public domain. It is almost needless to state that the companies have availed themselves, to the utmost extent, of the permission given them to issue their bonds and to mortgage their property to secure the payment of the same by an encumbrance having the preference of the government's lien and precisely equal to it in amount. When the relations created between the government and these companies by the legislation referred to is considered, it is astonishing that the claim should be made that the directors of these roads owed no duty except to themselves in their construction; that they need regard no interests but their own and that they are justified in contracting with themselves and making such bargains as resulted in conveying to their pockets all the assets of the companies.

As lenor, the government was vitally interested in the amount of the mortgage to which its security had been subordinated, and it had a right to insist that nohe of the bonds secured by this prior mortgage should be issued fraudulently or for the purpose of division among these stockholders, without consideration. The doctrine of complete independence on the part of the directors of these companies and their freedom of any obligation to care for other interests than their own in the construction of these roads, seems to have developed the natural consequences of its application, portrayed as follows in the majority report of the commissioners. The result is that those who have controlled and directed the construction and development of these companies have been possessed of their surplus assets through issues of bonds and stock and the payment of dividends voted by themselves while the great creditor, the United States, bids itself subsequently without adequate security for the repayment of its loan.

"For the purpose of saving or improving the security afforded by its junior lien the government should have the right now to purge this paramount lien of all that is fraudulent, fictitious and unconscionable. If the transfer to innocent hands of bonds of this character secured by first mortgage prevents their cancellation, it might well seem that the remedy is against those who issued and transfered them. If legislation is needed to secure such remedy congress can supply it."

In regard to the land which had not yet been granted these roads, the president said. "If the failure of such companies to perform in good faith their part of the contract justified such course, the power rests with congress to withhold further performance on the part of the government. If donated lands are not yet granted to these companies and if their violations of contract and duty are such as, in justice and morals, as forfeit their rights to such lands, congressional action should intervene to prevent further consumption. The executive power must be exercised according to existing laws, and executive discretion is probably not broad enough to reach such difficulties. The California & Oregon railroad is now part of the Central Pacific system and is a land grant road. Its construction has been carried on with the same features and incidents which have characterized other constructions of this system and is made apparent on pages 78, 79 and 80 of the report of the majority of the commissioners.

"I have in my hand the report of the commissioners appointed to examine the two completed sections of this road. Upon the approval of these commissioners the Central Pacific company will be entitled to patents for a large quantity of public lands. I especially commend to the attention of congress this condition of affairs, in order that it may determine whether or not it should intervene to save these lands for settlers, if such a course is justifiable. But it is quite time that the troublesome complications surrounding this entire subject, which has been transmitted to us as a legacy from former days, should be adjusted and settled. No one, I think, expects that these railroad companies will be able to pay their immense indebtedness to the government at its maturity. Any proceedings or arrangement that would result now or at any other time in putting these roads or any portion of them in possession or control of the government is, in my opinion, to be rejected—certainly as long as there is any chance for indemnification through any other means.

"I suppose we are hardly justified in indulging the irritation and indignation naturally arising from a contemplation of the malfeasance to such extent as to lead to the useless destruction of these roads, and the loss of the advances made by the government. I believe that our efforts should be in a more practical direction and should tend, with no condination of wrong doing, to the collection by the government, on behalf of the people, of the public money now in jeopardy. While the plan presented by the majority of the commission appears to be well devised and gives at least a partial promise of the results sought will not escape attention, that its success depends upon its acceptance. It is exceedingly important that any adjustment now made should be final and effective. These considerations suggest the remedy proposed in the majority report might well be applied to a part of these aided railroad companies. The settlement and determination of the questions involved are peculiarly within the province of congress. The subject has been made quite a familiar one by congressional discussion. This is now supplemented in a valuable manner, by the facts presented in the reports herewith submitted. Public interest urges prompt and efficient action."

COERCING CONDUCTORS.

Petty Tyranny Exercised By Pullman Over His Employes.

CHICAGO, Jan. 17.—[Special Telegram to the BEE.]—J. P. Carberry, a Pullman conductor whose run is between here and New Orleans, is on trial before the criminal court charged with having failed to account for the proceeds of a sleeping berth. At the preliminary hearing a number of Pullman conductors were present, they having heard of the case and naturally feeling an interest in it. The second trial was set for to day in the criminal court, and when the Pullman conductors arrived in this city from their different runs this morning, they were confronted with an order on "the black board" to report at headquarters. As each man obeyed the command and entered the superintendent's office he was told in unmistakably significant language that it was the wish of the Pullman company that no conductor in its service attend the trial of ex-co nductor Carberry which would probably come up in this city to-day. Some of the conductors are very indignant as a result of such an order.

"Of course we dare not be seen there if we want to hold our jobs," said one conductor, "but just the same it is an impudent piece of business upon the part of the Pullman company. Had the company prohibited the boys from going to the theater or church it could not have made them feel any hotter. We work hard enough, as it is, while we are on duty, without being told what we shall do and not do after turning in our reports."

"Why is it that the company does not wish you to attend the trial?" was asked.

"That's simple enough," was the reply. "It is likely that a half dozen or, may be, more, of the company's 'spotters' and special agents will be there to testify and they do not want the boys to take a mental photograph of their faces. A spotter who is unknown to a conductor thinks he stands so much the better chance of catching our boys in a criminal action in some little neglect of duty, and they have got to earn their money, I suppose, by reporting unfavorably a certain percentrge of us in order to hold their jobs. To-day's order, however, is but a very slight sample of the arbitrary methods employed by the Pullman company in the control of its employes."

An Illinois Central Acquisition.

NEW YORK, Jan. 17.—Railroad officials here state that the Illinois Central has acquired control of the St. Louis, Arkansas & Texas, and will extend that line to St. Louis. The Illinois Central also practically controls the Mobile & Ohio, and both the Mobile & Ohio and St. Louis, Arkansas & Texas will be operated together. Attempts have also been made by the Illinois Central people to secure control of the St. Louis & Chicago, which is absolutely necessary in order to connect the Illinois Central with the St. Louis, Arkansas & Texas, but the owners of the St. Louis & Chicago refused to give up control.

Mexico Wants the Swindler.

CITY OF MEXICO, Jan. 17.—The government has forwarded to Washington papers requesting the extradition of Mayer, alias Bourtone. There is great anxiety here to have Bourtone brought to this city to answer for his stupendous swindle, and if he is extradited he will receive extraordinary punishment should he be proven guilty.

Collision of Trains.

ROCHESTER, N. Y., Jan. 17.—A collision occurred early this morning on the Erie railroad between Avoca and Kenna between two trains. Engineer Maynard was killed outright and Fireman Marsh was seriously injured. Several passengers are reported injured.

The Oil Market.

NEW YORK, Jan. 17.—The oil market was panicky again to-day, after a steady opening. Within a few minutes the price of pipe line certificates dropped from 90¼@88⅞c. At 11 o'clock the wildest excitement prevailed. Toward noon the market became a little better and quotations were 87c.

An Infernal Machine.

INDIANAPOLIS, Ind., Jan. 17.—The mysterious box sent to Judge Woods, of the federal court, before whom the trial of the tally sheet forgers began yesterday, proves to be an infernal machine. Investigation will be made to discover the sender, if possible.

DIED IN THE TEACHER'S ARMS

Tragic Fate of Three Little Children Near Plainview.

PITIFUL TALES OF THE STORM.

Reports From Interior Counties Show a Frightful Loss of Life—Sixteen Bodies Found in Two Counties.

Appalling Fatalities.

NELIGH, Neb., Jan. 17.—[Special Telegram to the BEE.]—As reports come in from the recent storm, the loss of life is appalling. No accurate estimate of the loss of life of stock can yet be made. As far as heard from there were no fatalities in this county, and every portion, except the extreme northern, sent in reports. Southeastern Holt and the northern part of Wheeler suffered terrible. In this section, among the deaths are the following: A school teachers, and eight children, names unknown; five men named, Stickle, four frozen to death looking for a fifth who was out when the storm came. An old man named Gloze; a ten year old boy named Miller, frozen to death and his mother frozen so she will loose both of her legs and one arm. Mrs. Miller was returning at the time from the funeral of another child. It is more than likely further reports will add to the list in Wheeler county and southeastern Holt as the country is very level and is thinly settled. The loss of stock will be great but no estimate is possible at the present

Died in the Teacher's Arms.

PLAINVIEW, Neb. Jan. 17.—[Special Telegram to the BEE.]—Miss Louise Royce, who has been teaching school eight miles northeast of this place, having but three pupils on the day of the storm, started at 2 o'clock to a house about twenty rods distant. Having her hand full to keep the little ones from being blown away, and blinded with snow she soon found herself lost with three small children in the terrible storm. They wandered in vain to find shelter. At last the children were completely tired out they all laid on the snow in dispair. The teacher tried to shelter the little ones with her wraps, but early in the night one of the boys passed away in death. Later the other little boy died and about morning the little girl died in the arms of her teacher. Then Miss Royce left the little ones and went to the house only about thirty rods away. Her feet are badly frozen and she will probably loose them. She is badly chilled and slightly frozen elsewhere. The children were the son of H. Pogenses, eight years old and a son and daughter of C. Rosberg, aged seven and nine years.

Two Little Boys Frozen.

FOSTER, Neb., Jan. 17.—[Special to the BEE.]—The sudden storm of Thursday last was the worst known for many years. Two people living two miles from this place were frozen to death. Henry Keickhafer and his son, twelve years of age, left their home to drive their cattle out of the corn stalks into the yard. They lost their way and wandered with the storm for two and a half miles east, where their bodies were found to-day lying side by side. They passed two houses but a few rods away. The storm was so blinding they were unable to find them and laid down in the open prairie to freeze. There was several other narrow escapes, with frozen noses, faces and hands, but not very serious. It is, however, feared more deaths will be reported when farmers living further away come in.

There is a great loss of cattle, nearly every farmer losing some. One farmer lost forty head and others one to twenty each.

No trains have run on this (Creighton) branch for three days. The first eastern mail since Thursday came this afternoon.

The Hunting Party and the Blizzard.

YORK, Neb., Jan. 17.—[Special Telegram to the BEE.]—Among the many who suffered from the severe storm of last Thursday the worst yet reported was a party consisting of E. E. Post, cashier of the Boston bank, J. S. Gardner of this city, and a driver named Snyder. The party went out on Thursday on a hunting expedition with a team and sleigh. The storm came upon them with the suddenness which characterized its coming in all parts of the state. The men finding it impossible to proceed in any direction with the team, unhitched and turned the horses loose and struck out on foot to find shelter. After a terrible experience they accidentally stumbled upon a wire fence which they followed to the Fremont, Elkhorn & Missouri Valley railroad track. Once on the track they followed it to Thayer, reaching there about dark. Mr. Post was the greatest sufferer. He succumbed several times and had it not been for the heroic efforts of his companions would have frozen to death. The party found shelter for the night at Thayer and returned to Poston Friday morning. The numerous reports which have appeared in the state press to the effect that Judge Post, of this city, was out in the storm and is still missing originated from this incident.

The Bodies of Two Children Found.

FREMONT, Neb. Jan. 17.—[Special to the BEE.]—The bodies of the two children belonging to Jacob Westphalen, of this county, lost on their return from school in the storm Thursday night, were found by the searching party last evening. They were lying on the open prairie some distance from their direct route home. This family seems to be pursued by a relentless fate. Two members of it were killed a few years ago in the Cheyenne Indian raid in western Kansas and stock stolen and driven off. Later another member committed suicide and now the loss of the two children fills their cup of sorrow full.

Perished On the Way Home.

NORFOLK, Jan. 17.—[Special to the BEE.]—Normal winter weather has succeeded the stormy period of last week and with it come the reports from every hand of serious disaster. Edwin Record, a farmer living five miles from this city, was frozen to death on Thursday in the effort to reach home. His team had refused to go, and he had put up at a brother's and started off on foot, but perished after making the first mile.

There is heavy loss of live stock among the farmers.

Trains are running on all roads leading from this city to-day, the Union Pacific breaking the blockade between here and Columbus Sunday noon.

Another Burt County Victim.

OAKLAND, Neb., Jan. 17.—[Special Telegram to the BEE.]—Another Burt county victim of Thursday's storm, Chas. Gray, near Tekamah, died to-day. He was hauling hay from the Missouri bottom and was unable to get home. He walked all night between his horses to keep from freezing. He was half a mile from home when found next morning. He leaves a family.

The Cold in Taylor County.

LENOX, Ia., Jan. 17.—[Special Telegram to the BEE.]—The thermometer dropped to 32° below zero this morning, making the coldest weather of the season. Stock unsheltered is suffering greatly. The loss is not yet known.

Two Hunters Missing.

SIOUX CITY, Ia., Jan. 17.—[Special Telegram to the BEE.]—George W. Miller and L. C. DeGuibert, of this city, have probably perished in the blizzard. The men left for over the river to hunt jack rabbits on Tuesday, intending also to search for deer in the vicinity of Jackson. Nothing has been heard of them since leaving. Mrs. Miller and Mrs. DeGuibert have waited, almost crazed but expecting to hear from their husbands. To-day they could bear the great strain and agony no longer and appealed to the officers to institute a search for the missing men.

Showing a Frozen Corpse.

SILVER CREEK, Neb., Jan. 17.—[Special Telegram to the BEE.]—During the storm of last Saturday an Indian, one of the Omahas, was frozen to death near here. The band of twenty were here to-day exhibiting the body for a nickel a look. They departed for Omaha and will exhibit their dead brother in the towns east along the Union Pacific line.

Three More Deaths in Dakota.

ST. PAUL, Jan 17.—Reports of the loss of life in last week's storm continue to come in. The list numbers about 160. It is probable that the final list will increase this to 200. Dispatches to-night say that Sarah Dolan, a school teacher of Goodwin, near Clear Lake, Dak., and Hugo Scheff, a farmer of Alamont, Dak., have been found frozen to death. So far four deaths have been reported in this county, but it is feared that there are many more. News reached Jamestown, Dak., this afternoon of the freezing to death of M. Arman, a farmer living near Windsor.

HELENA, Dak., Jan. 17.—The thermometer is rising rapidly here and at other points. Reliable advices say that although cattle were pinched by the cold, feed was plenty and uncovered and no serious results are either reported or feared.

Other Northwestern Fatalities.

ST. PAUL, Jan. 17.—Dispatches from Alexandria, Minn., say the frozen body of Hanby Countryman were found this morning. The death of Edwin Kylling, a farm boy, has been reported from Canton, Dak., and it is reported that thirty-one school children are missing in Turner county. Three children of Mr. Heines, northwest of Lennox, perished while going home from school. The lady teacher argued and pleaded with the scholars not to leave the school-room and finally locked the door, but they were too many for her and had their own way. This makes seven children lost in the vicinity of Lennox.

The Blizzard Disastrous to Texas.

ST. LOUIS, Jan. 17.—Reports from different sections of Texas note a cessation of the blizzard. Several deaths of farmers are reported. News comes from every part of northern Texas of unheard of suffering among the people, and wholesale destruction among cattle, many of which were frozen to death.

Wyoming Cattle All Right.

RAWLINS, Wyo., Jan. 17.—The storm of last week had but little effect on cattle. Reports from the Platte valley are very satisfactory.

Weather Indications.

For Nebraska: Warmer, followed by colder, fair weather, light to fresh winds, becoming northerly.

For Iowa: Colder, fair weather, light to fresh northwesterly winds.

FAMINE THREATENS A FORT.

Commissary Stores at McKinney Destroyed By Fire.

FORT MCKINNEY, Wyo., Jan. 17.—[Special Telegram to the BEE.]—A disastrous fire occurred this morning at 1 o'clock. The post commissary building was entirely consumed with its contents. Estimated loss, $100,000; no insurance. The building was stocked with commissary supplies to last until May next. The companies at the post have a supply of rations to last ten days, not including officers families. The fire originated in some way from a fire kept in the building to keep the goods from freezing—supposed to be a defective flue. The garrison has been ordered on half rations. Flour, pork and fresh beef can be purchased in open market, but of sugar, coffee and canned goods there are none in the country. The snow both ways, north and south, is drifted five to ten feet deep, and it is almost impossible to run goods into the country oning to the extreme cold weather. Water could not be got onto the fire and for some time the headquarters buildings and quartermaster's store houses were in great danger. There was no wind at the time or the post would have been entirely destroyed. The post trader's store and merchants in Buffalo have only a small stock of groceries and canned goods and the prospects are for a famine. The commanding officer of the post, General Brisbin, has telegraphed to the department headquarters for provisions to be forwarded by fast freight from the nearest post, but owing to the extreme cold and deep snow it is impossible to say when supplies can get here. The Wyoming Inland telegraph and telephone wires were burned and prostrated. The thermometer at some places registered 52 degrees below.

Other Fires.

MONTREAL, Jan. 17.—A disastrous fire which broke out this morning in Thompson's auction room burned out several other establishments, causing a loss of $150,000, which is partly covered by insurance.

ST. PAUL, Jan. 17.—Beaupre, Keogh, & Davis' wholesale grocery house, with stock, was entirely destroyed by fire this afternoon. Loss on stock, $300,000; on building, $75,000; both fully insured.

Cremated at a Christening.

MOUNT CARMEL, Pa., Jan. 17.—Early this morning three men were burned to death in a fire which consumed seven frame houses. The fire started in a house where Hungarians were congregating for a christening. A woman and a child are also missing.

TERRIBLE COASTING ACCIDENT.

Seventeen Persons Injured By a Sled Collision at Kansas City.

KANSAS CITY, Jan. 17.—[Special Telegram to the BEE.]—A fearful coasting accident occurred about 11 o'clock to-night at Eighteenth and Broadway by which seventeen persons were injured, three badly. A large traverse sled—52 feet long by 3½ wide, and containing fifty-two persons — was going down the hill at a terrific rate of speed, when it collided with another sled, both being overturned. The seriously injured were Miss Maud McRonald, left leg broken below the knee, collar bone broken and wrist sprained; Miss Maud Wolsey, left arm broken above the elbow and a severe scalp wound; Miss Jennie Tracy, three fingers of right hand broken, left arm broken below the elbow and face cut.

BURNED AT SEA.

Fate of an American Ship—A Number of Lives Lost.

[Copyright 1888 by James Gordon Bennett.]

PARIS, Jan. 18.—[New York Herald Cable—Special to the BEE.]—A telegram from Sydney, N. S. W., states that the American ship, J. T. Berry, was burned at sea January 9 in latitude 32° south, longitude 164° east. Fourteen persons are known to have been saved, and one boat with eleven or board is missing. Part of the crew and passengers have been landed at Nambrucceria Heads.

The Bradford Disaster.

HAVERHILL, Mass., Jan. 17.—John Madden, the fourteenth victim of the Bradford disaster, who was injured at the tank house, died at the hospital this morning. He belonged at Bradford, and leaves a wife and four children.

Charles F. Emerson, injured while coasting last evening, is dead.

Ringing a Mexican Belle.

CITY OF MEXICO, Jan. 17.—The daughter of the president, Amanda Diaz, was married yesterday to De La Torre. The ceremony was private. There were many superb wedding gifts. The bride is one of the belles of Mexican society and is very handsome.

THE OMAHA-BLUFFS BRIDGE.

Senator Manderson Asks the Secretary of War For Information.

THE RESOLUTION LAID OVER.

Its Object to Compel the Company to Fully Carry Out the Requirements of the Charter—Lamar's Commission Signed.

Cleveland Issues Three Commissions.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., Jan. 17.

Lucius Quintus C. Lamar, of Mississippi, is an associate justice of the supreme court of the United States, Don M. Dickerson, of Michigan, is postmaster general and William F. Vilas, of Wisconsin, is secretary of the interior. It was hardly expected that there would be such haste in the case of Mr. Lamar, but the president signed the commission of all three of these officers to-day and the latter two qualified and entered upon their duties. Mr. Lamar introduced his successor at the cabinet meeting, took his final leave of the cabinet and expects to be formally inducted to-morrow. He will borrow a black silk gown of one of his associates, as it requires fifteen days to make one. The order has been sent to New York. There was a great deal of comment to-day in high circles upon the influences which worked the confirmation of Mr. Lamar. They are generally referred to, as I intimated last night, as "the Pacific railroad combination."

SPEAKER CARLISLE'S CHILLS.

There were many inquiries and much apprehension at the capitol to-day about the condition of Speaker Carlisle. He was taken with a congestive chill at dinner last evening and had to be assisted to his room. At 4 o'clock this morning he was attacked with a second chill, and it was feared that he might die. He slept some this afternoon and is better to-night. He has not been feeling well for several days, and his present condition may be rightly termed a collapse. Unless he has a relapse he will recover within a few days. There are some fears by his physicians, however, that he may have pneumonia. For some time last night the speaker was delirious, and his condition early this morning was precarious. The house to-day chose Mr. S. S. Cox, of New York, speaker pro tempore and the chaplain prayed for the recovery of Mr. Carlisle.

It was the intention of the republicans in the house to-day to roast Public Printer Benedict for his manifest incompetency, but the serious sickness of the speaker led them to postpone the matter. Benedict has done very little, it appears, to prove his efficiency. It will be remembered that a fight was made against his confirmation by the laboring men on the ground that he was not a practical printer and he was not a union man.

THE OMAHA AND COUNCIL BLUFFS BRIDGE.

Senator Manderson to-day followed up his action taken in Omaha two weeks ago in reference to the wagon bridge between Council Bluffs and Omaha, by presenting a resolution calling upon the secretary of war to investigate whether the bridge company was complying with its charter by constructing a combined wagon and railroad bridge, as called for by the act of congress, or not. The senator asked for immediate consideration of the resolution, but Senator Wilson, of Iowa, objecting, the resolution went over under the rule until to-morrow. Senator Manderson is very much in earnest in the matter. He thinks that one of the chief objects of the act, was to secure a genuine competition with the Union Pacific bridge, which for long years was the robber's toll-gate between Omaha and the east. The construction of a wagon bridge alone will, in the senator's opinion, meet the aims for which the law was passed, and he proposes to make a vigorous fight against any such diversion of the congressional gift.

OMAHA'S NEW PUBLIC BUILDING.

Senator Manderson and Representative McShane called upon the supervising architect of the treasury to-day and had a long talk with him regarding the bill for a new government building at Omaha, which comes up in the senate to-morrow. They got many points affecting architecture to be employed, the needs of the federal officers who have offices at Omaha and other matters which will be of use in the consideration of the bill. They received the indorsement of the supervising architect in their efforts to procure a better building at Omaha, and are pleased with the position he takes.

SENATORIAL KICKERS.

There is a movement to recognize a portion of the official force of the senate. There is some dissatisfaction with the present sergeant-at-arms, Colonel Canaday, of North Carolina. Colonel George Hooker, of Vermont, a member of the republican national committee, a very popular man and well-known here, the intimate friend of Senator Edmunds and sergeant-at-arms in the forty-seventh congress, is spoken of as Colonel Canaday's successor in the event a change is made. Colonel Canaday was endorsed by Senator Sherman and other prominent republicans, and it is not likely a change will be made. No grave objection is urged against him, so far as I have heard.

POSTAL CHANGES.

The following Iowa postmasters were appointed to-day: William G. Mullarkey, M. D., Holland, Grundy county, vice S. W. Burroughs, resigned; Miss Martha E. Hackett, North Liberty, Johnson county, vice Henry A. White, resigned.

The second assistant postmaster general to-day informed Representative Dorsey that the department had established mail service between Platte River Junction (new office) and Hastings via the Fremont, Elkhorn & Missouri Valley railroad. A request for this service was also made by the other members of the Nebraska delegation.

The site of the postoffice at McCan, Cherry county, Neb., has been removed three-quarters of a mile to the northeast and the removal approved by the postoffice department.

Changes have been made in the time schedule of the star mail route extending from Cottonwood Springs to Curtis, Neb., as follows: Leave Cottonwood Springs Tuesdays and Fridays at 8 a. m.; arrive at Curtis by 4 p. m. Leave Curtis Mondays and Thursdays at 8 a. m.; arrive at Cottonwood Springs by 4 p. m.

The route from Blackbird to Turner has been changed as follows: Leave Blackbird Tuesdays and Saturdays at 5:30 p. m.; arrive at Turner by 6:45 p. m. Leave Turner Tuesdays and Saturdays at 4 p. m.; arrive at Blackbird by 5:15 p. m.

AGAINST CONFIRMATION.

A large number of the citizens of Holt county have forwarded here a protest against the confirmation of Registerer Markley and Receiver Charde, of the United States land office at Niobrara. The charges allege favoritism and general unfitness and have been filed with the senate committee on public lands.

THE NIOBRARA LAND OFFICE.

It is rumored in Nebraska circles that the old effort to have the United States land office at Niobrara removed to O'Neill is to be renewed and with vigor. Sam Draper, of Niobrara, is here to look after the matter and make a protest.

SMALL TALK.

Mrs. Representative Lyman, of Council Bluffs, announces that she will receive at the Hotel Windsor, corner of Fifteenth street and New York avenue, on Tuesday from 2 to 5 o'clock.

Senator Paddock to-day introduced a bill creating an additional justice of the supreme court for the Salt Lake district.

PERRY S. HEATH.

Patents For Western Inventors.

WASHINGTON, Jan. 17.—[Special Telegram to the BEE.]—Patents were issued for the following Nebraska and Iowa inventors to-day: Lewis Burg, Farmington, Ia., road cart; William H. H. Dobney, Oakland, Ia., attachment for windmill pump rods; Richard Lukins, Randolph, Neb., car pushing machine; Edward P. Lynch, Davenport, Ia., combined corn and cotton planter and wheel plow; James Peterson, Burlington, Ia., runguard for harness; Edward F. Stevens and J. Packard, Greene, Ia., draft equalizer; Thomas B. Swan, Atlantic, Ia., device for feeding and watering hogs; William R. White, Washington, Ia., gate latch; John C. Williams and H. C. Hooper, Neb., device for sharpening toe calks; Edwin C. Woodruff, Knoxville, Ia., flue top or spark catcher.

Speaker Carlisle's Condition.

WASHINGTON, Jan. 17.—[Special Telegram to the BEE.]—Great concern is felt this morning about Speaker Carlisle. He had a second congestive chill at 4 o'clock and has three doctors working over him to prevent a third, of which there are marked symptoms. The third chill is almost always fatal.

At 11 o'clock the doctor reported the speaker's condition much improved.

At 9 o'clock to-night Mr. Carlisle was resting quietly, and on the whole, was considerably better than he was this morning. He had, however, another chill during the afternoon, to which the doctor seemed to attach but little importance. Dr. Sowers was asked: "Is he dangerously or even seriously ill?"

"I do not so regard him," was the reply. "It may be some time before he is able to be about, but he sits up in bed, has never for a moment lost consciousness and has had several hours of refreshing sleep, and I think that without a repeated and violent recurrence of the chills he will get along without any serious trouble. On the whole he is certainly improving."

Nebraska and Iowa Pensions.

WASHINGTON, Jan. 17.—[Special Telegram to the BEE.]—Pensions were granted to the following Nebraskans to-day: Minors of John Williams, Tekamah. Mexican war—Joshua B. Walsh, Creighton; Stephen Woodrow, Wayne. Original—John Williams, (deceased,) Tekamah.

Pensions for Iowans; Sarah, mother of John W. Garland, Chariton; Mary, mother of Thomas W. Titus, Vinton; Nancy D., widow of Sylvester A. Kimball, Harper's Ferry. Original—Edward Maule, Foote; Samuel Moody, Clemens; Peter Gates, Staurt (navy); Francis Stewart, Lake City.

Army Orders.

WASHINGTON, Jan. 17.—[Special Telegram to the BEE.]—Lieutenant Colonel John G. Chandler, deputy quartermaster general, is ordered to assume charge of the general depot of the quartermaster's department in this city.

Private Fred A. Schroter, battery I, Second artillery, and Hospital Steward Joseph Walters have been placed on the retired list.

Lamar, Vilas and Dickinson Installed.

WASHINGTON, Jan. 17.—One of the first acts of the president this morning was to attach his signature to the commissions of Justice Lamar, Secretary Vilas and Postmaster General Dickinson, who called at the while house and received them. Vilas and Dickinson subsequently took the oath of office and were duly installed in time to attend the cabinet meeting at noon.

Inter-Stste Commissioners Confirmed

WASHINGTON, Jan. 17.—The senate has confirmed the nominations of the inter-state commerce commissioners.

STOLE GOLD NUGGETS.

Grave Charges Brought Against a Young Mining Speculator.

DENVER, Colo., Jan. 17.—[Special Telegram to the BEE.]—As Oliver Gratton, a prominent mining man from Breckenridge, stepped from a South Park train at the union depot this morning he was very much surprised to find officers awaiting him with a warrant for his arrest. Mr. Gratton is charged by Colonel Ware, of Breckenridge, Colo., with stealing gold nuggets from the property of the Victoria mining company of that place and secreting them until he could dispose of them with safety, and that he had disposed of a considerable amount. Gratton has been suspected of these thefts for a long time and has been watched until yesterday when it was ascertained that he would pass through the city on his way to Canada. His effects were seized and searched and in his trunks were found $30,000 in mint certificates the proceeds of his latest speculations. The sum of his robberies, it is stated, will amount up into the thousands, as they have been continued over a considerable period of time, and most of the money, it is said, has been invested in real estate somewhere in Canada, where it is supposed he was found. He was placed in the county jail pending trial, which will probably come up soon. His wife, who is with him, is a young lady not over sixteen, and but recently married to Gratton. In an interview this afternoon the prisoner said the whole matter was a case of malicious persecution, resulting from some trouble he had with Colones Ware last summer. The property in question is what is known as the Gratton placer, and until some time last summer he and Colonel Ware had each half interest in it. The colonel and himself could not agree as to the management of the mine and the colonel sued him in the court of Summit county. After the case was settled he sold his half interest to Colonel Ware and has since had nothing to do with the property. He says he started yesterday from Breckenridge to go east with his wife to spend the remainder of the winter and that his arrest was a total surprise to him, as he never suspected that Colonel Ware was contemplating a move of the kind. Mr. Gratton is a pleasant intelligent looking young man of good address and has not at all the look of a felon.

Want Cheap Rates to Denver.

DENVER, Colo., Jan. 17.—[Special Telegram to the BEE.]—The committee appointed by the chamber of commerce to go to Chicago and confer with President Cable with reference to the Rock Island's entrance into Denver and to consult with regard to a $25 rate to Dever and return over all roads into Denver, are this afternoon arranging a plan of procedure. Mr. Fisher, the chairman of the committee, is now in Chicago, where he will be joined by his colleagues. The other members of the committee are Hon. N. P. Hill, Hon. T. M. Patterson, C. S. Morey, L. C. Ellsworth and H. C. Lowere. The committee will leave for Chicago to-night.

Mrs. Keep Satisfied.

LONG ISLAND CITY, Jan. 17.—Coroner Robinson has granted the application of Mrs. Mary T. Keep to have the body of Charles D. Keep exhumed, and has issued a summons to the authorities of Calvary cemetery to open the grave and take up the casket. This morning the order was carried out and the casket taken to the receiving vault, where, in the presence of Mrs. Keep, Coroner Robinson and a reporter of the Associated press, it was opened. Though the body was evidently in an advanced stage of decomposition, the features were as perfect almost as in life, and Mrs. Keep immediately recognized the body as that of her deceased husband.

Bucking the Knights.

OTTAWA, Ont., Jan. 17.—The movement against the Knights of Labor, headed by the capitalists of the province of Quebec, has been organized. It has been decided to introduce a bill at the coming meeting of the legislature at Quebec to regulate the Knights of Labor and all combinations having for their object compulsory and arbitrary stoppage of industrial and mercantile establishments.

A Committee of Co-operation.

NEW YORK, Jan. 17.—A meeting of individual bondholders of the Cedar Falls & Minnesota railroad company was held here to-day and an auxiliary defense committee was formed for the purpose co-operating with the bondholders' committee nominated by the trustees.

EXECUTION BY ELECTRICITY.

The New York Legislature Receives a Report Regarding It.

ITS ADOPTION RECOMMENDED.

Capital Punishment By Shooting, Hanging, the Guillotine or Garrotte Strongly Condemned By the Commission.

Quick and Painless Shuffling Off.

NEW YORK, Jan. 17.—[Special Telegram to the BEE.]—The report of the commission appointed by the legislature in 1886 to report on the most humane and practical method known to modern science of carrying into effect the sentence of death in capital punishment was transmitted to the legislature yesterday. It recommends the killing of culprits by electricity. The report says: "Your commission have examined with care the accounts which exist of the various modes of capital punishment, which are or have been used among different communities, with the result of feeling that the element of barbarous cruelty is so prominent in each that no existing mode can be considered as embodying suggestions of an improvement of that now in use in this state. Any change to deserve commendation must be to a system substantially new, and the careful reader of a description of those punishments cannot, without prejudice, arrive at a different conclusion. The chief objection to the guillotine by the commission is that it is too bloody and that it is associated with scenes of the French revolution.

Garrotting is objectionable because physicians say that the fatal screw cannot be depended upon to be so quick and certain in operation that there may not be great agony on the part of the criminal.

Shooting, if used in civil life, would be bloody in character and effects, would sometimes lack celerity, would require a large number of executioners and would be demoralizing because of its tendency to encourage an untaught populace to think lightly of the fatal use of fire arms.

The first objection to hanging is that the effect of giving stimulants to the condemned immediately before execution is demoralizing. The prevalance of the practice, commissioners say, is well known even in prisons where prisoners are debarred from alcohol to drink. When the anarchists were hanged in Chicago recently, at the suggestion of the sheriff, the county physician went to the condemned men's cells and asked them to take stimulants. Engel drank two or three times of port wine and Spies sparingly of Rhine wine. One reason assigned for giving liquor to a criminal is that it is a mercy to lessen his preception of the pain of dying. Another is that he can thus fortify himself with unnatural strength