

CONGRESSIONAL.

SENATE.—Monday, January 14.—The senate proceeded to the election of president pro tem. and elected Senator Anthony, who, in a few fitting words and with much feeling, declined the honor, owing to ill health. The question then arose whether the declination of Anthony retained Edmunds as president pro tempore without further action, and after a debate it was decided to avoid all doubt by a new election. The following resolution was offered by Mr. Sherman and agreed to: "Resolved, That the secretary of the senate inform the president of the United States and the house of representatives that the senate has chosen Hon. George F. Edmunds, senator from Vermont, president pro tem. of the senate."

HOUSE.—Bills were introduced: By Mr. Belford, for the public welfare by securing reasonable rates of transportation on railroads, aided by the issue of United States bonds. By Mr. Pusey, authorizing a bridge across the Missouri river between Council Bluffs and Omaha. By Mr. Winans, to regulate transportation rates on railroads. By Mr. Morgan, to abolish postage on newspapers. By Mr. Flerty, to reorganize the infantry regiments of the United States; also to regulate promotion and increase the efficiency of the army. Mr. Durham, for the establishment of a department of commerce; also, to authorize the secretary of the treasury to issue 2 1/2 per cent. forty-years bonds. By Mr. Ferrell, to protect American labor from the effect of the importation of foreign labor in the contract system. By Mr. Throckmorton, to appoint a delegate to the house of representatives from the Indian territory. By Mr. Shaw, to repeal the civil service act.

SENATE.—Tuesday, January 15.—Van Wyck introduced a bill providing that rates for the Union and Central Pacific roads be reduced one-half the average rates existing in 1882 and 1883, without regard to classification. Referred. A petition from the citizens of Kansas was presented for a constitutional amendment on voting franchise; also a petition from the citizens of Minnesota, praying that colonies of families be allowed to lay out villages on public lands, in order to establish co-operative industrial societies. Mr. Anthony's resolution offered some days ago regarding retaliatory legislation in the United States to meet the exclusion of American meats by foreign countries, was brought up. The morning hour having expired, the matter went over. After executive session the senate adjourned.

HOUSE.—Mr. Cobb, chairman of the committee on public lands, reported a bill declaring forfeited certain grants of lands made in certain states to aid the construction of railroads. Referred to committee of the whole. Mr. King, chairman of the committee on Mississippi levees, reported a bill to close the gap of levees on the Mississippi river and the improvement of navigation. It appropriates \$1,000,000 to be expended in accordance with the Mississippi river commission. Referred to the committee on the whole. Mr. Townsend introduced a bill authorizing the president during a recess of congress to prohibit any imports injurious to public health from countries which, on the same ground, prohibit the importation of American goods. Referred. Mr. Wells, chairman of the committee on rivers and harbors, reported a bill appropriating \$1,000,000 for continuing the improvement of the Mississippi river. Referred to the committee of the whole. The house then went into committee of the whole (Cox, of New York, in the chair) for its consideration. Without action the committee arose and the house adjourned. Further debate on the subject of the bill passed the senate of the Forty-seventh congress. Mr. Miller (New York) presented a memorial from the committee of the national stock convention, at Chicago, on the subject of European discrimination against American cattle and meats. In connection with the memorial, Miller presented a bill which, he said, contained the views of the cattle breeders' convention. Mr. Plumb, by request, submitted a joint resolution proposing an amendment to the constitution prohibiting the manufacture and sale of intoxicating liquors in the United States. Referred. Mr. Beck submitted, in order to be printed for consideration at the proper time, an amendment to the resolution by At they relating to European exclusion of American meat.

SENATE.—Wednesday, Jan. 16.—The senate, after slight amendment, adopted the rules. Mr. Hoar called up his bill providing for the counting of the electoral vote, being the same as the bill that passed the senate of the Forty-seventh congress. Mr. Miller (New York) presented a memorial from the committee of the national stock convention, at Chicago, on the subject of European discrimination against American cattle and meats. In connection with the memorial, Miller presented a bill which, he said, contained the views of the cattle breeders' convention. Mr. Plumb, by request, submitted a joint resolution proposing an amendment to the constitution prohibiting the manufacture and sale of intoxicating liquors in the United States. Referred. Mr. Beck submitted, in order to be printed for consideration at the proper time, an amendment to the resolution by At they relating to European exclusion of American meat.

HOUSE.—Mr. Hatch, chairman of the committee on agriculture, reported a resolution requesting the president to transmit to the house the correspondence had by the state department with all foreign governments on the subject of the importation of American hogs to their country. Mr. Nutting introduced a bill authorizing the construction of a ship canal around Niagara falls. Referred. Mr. Lamb, of the committee on foreign affairs, reported a resolution calling upon the secretary of state for information concerning the alleged arrest, imprisonment and torture of E. Wheelock, a citizen of the United States, by the government of Venezuela, in 1878. Adopted. Mr. Cosgrove, from the committee on postoffices and post roads, reported a bill to provide for a more speedy delivery of letters from delivery offices. Placed upon the house calendar. The house went into committee of the whole (Cox, of New York, in the chair) on the senate bill appropriating \$1,000,000 for continuing the work on the Mississippi river, and without action adjourned.

SENATE.—Thursday, January 17.—The chair laid before the senate a memorial from Wm. Pitt Kellogg, denying all imputations against him contained in the recent documents transmitted to the senate by the secretary of the interior relating to the transfer of the land grant of the Texas and Pacific to the Southern Pacific, and asking for an investigation. Van Wyck introduced a bill to secure reasonable rates of transportation over the railroads aided by the government. He said he introduced it as a substitute for a similar one, which only covered the Union and Central Pacific.

HOUSE.—The senate bill appropriating \$1,000,000 for the improvement of the Mississippi river was passed; yeas, 215; nays, 84. The house bill of similar title and import was laid upon the table. The bill enabling the United States courts to nullify patents fraudulently secured was passed. The bill making the public roads and highways post routes, was also passed. Mr. Springer, chairman of the committee on expenditures for the department of justice, reported back the resolution calling upon the postmaster-general for the correspondence concerning frauds in star-routes. Adopted.

SENATE.—Friday January 18.—The chair laid before the senate a message from the president transmitting for consideration of congress communications from the secretaries of war and navy on the subject of relief for the expedition of the Greely party, and recommending immediate action; also the correspondence relating to the execution of the Chinese exclusion act, asked for by the senate. Mr. Miller (Cal.), from the committee on foreign relations, reported favorably the bill for a supplemental commercial treaty with China, prohibiting the importation and exportation of opium.

HOUSE.—Mr. Brumm offered a resolution, which was referred to the committee on foreign affairs, instructing the committee to make inquiry whether any foreign minister accredited to the United States and endeavored to nullify the effects of the unanimous resolution of the house by representatives reflecting upon the honor and integrity of its members. The house then went into committee of the whole on the private calendar, Mr. Springer in the chair, the first bill being the relief of Fitz John Porter. Speeches were made on both sides of the question, but, without action, the house adjourned.

HOUSE.—SATURDAY, Jan. 19.—The house met to debate on the Fitz John Porter bill. Mr. Cutcheon, member of the minority committee on military affairs, said it was embarrassing to stand here in the presence of military men so distinguished as the gentlemen from California and New York, (Rosecrans and Slocum), and to differ from them in regard to a military matter, but the embarrassment disappeared when he remembered that the principal question in the case was not a matter of military strategy but a sifting of facts and laws. Were General Garfield alive this bill would not be here. He expected the bill to be passed by the men who fought against the Union. Mr. Slocum.—The gentleman has said that if General Garfield were living this bill would not be here. If he will refer to the house records of the forty-third congress he will find that James A. Garfield was the author of this bill. [Applause on the democratic side.] Mr. Cutcheon.—The gentleman refers to the commission. Mr. Slocum.—I refer to this: I say that James A. Garfield introduced the resolution appointing this board, [cheers, laughter and cries of "Oh, no!" on the republican side], and this board was appointed pursuant to his desires. In reply to Mr. Slocum's remarks, Mr. Cutcheon quoted from a letter from Gen. Garfield to Hon. J. D. Cox, dated February 18, 1880, which stated that he was stung by the decision of the Schofield board. Mr. Slocum.—I am a defender of James A. Garfield. Mr. Miller (Pa.)—He does not need it. Mr. Slocum (continuing)—I am no defender of Gen. Grant. Mr. Calkins—I know that. Mr. Slocum.—For the first time in my life I stand on the floor to hear republicans attack the military reputation of General Grant. [Shouts of "Oh, no!" on the republican side.]—Mr. Cutcheon.—No man holds General Grant's military ability higher than I do. Mr. Greenleaf spoke in support of the bill, claiming that the circumstances of the case not only justified Porter in disobeying Pope's orders, but that he would have been liable to censure if he had obeyed them. He thought the old couplet: "You can and you can't, You will and you won't, You'll be damned if you do, And you'll be damned if you don't." pretty closely described Porter's position. On the 29th of August Porter saved his men from unnecessary slaughter. The debate of the subject was continued by Wise, Horr, Slocum and Taylor. (Ohio.)

DISASTER AT SEA.

The Steamer City of Columbus Strikes the Ledge at Devil's Bridge—Over One Hundred Lives Probably Lost.

BOSTON, January 18.—F. W. Nickerson & Son, agents of the Savannah steamship line, received the following dispatch: NEW BEDFORD, Mass., January 18.—To E. W. Nickerson & Son:—The steamer City of Columbus is ashore on Devil's Bridge, Gay Head, and is fast breaking up. About a hundred lives are lost. Will leave on the early train in the morning. I was saved by the cutter Dexter. (Signed) S. E. WRIGHT, Master. The City of Columbus left Boston at 3 p. m. on the 17th (Thursday), carrying eighty passengers and a crew of 450. At 3:45 a. m. on Friday, at Gay Head light, she was bearing south, half east. The vessel struck on the outside of the Devil's Bridge buoy. The wind was blowing a gale west by north. The vessel immediately filled and keeled over, the water breaking in and flooding the port side saloon. All the passengers, excepting a few women and children, came on deck, nearly all wearing life preservers. All the boats were cleared away, but were immediately swamped. A majority of the passengers were washed overboard. Seven passengers left the vessel on the life raft, and about 40 more took to the rigging. At 10:20 a. m. the Gay Head life boat put off and took seven persons. Another life boat put off between 12 and 1 o'clock, and the revenue cutter, Dexter, came along about 2:30 and sent off two boats. The ledge on which the City of Columbus struck are considered by mariners one of the most dangerous points on the coast: The ledges consist of a formation of submerged rocks, constituting a double ledge or outer strata, which is called the "Devil's Back," both ledges being called the "Devil's Bridge." These ledges are abreast of Gay Head light on the mainland and extend a little southward of it. The outer ledge of Devil's Back is about eight miles from the mainland on either side at the outer ledge is very deep water. The upper part of the ledge is formed like the gable of a house, so that a vessel striking it diagonally would naturally keel over onto her beam ends. The course of vessels going around Gay Head is to pass by the outer ledge on the south.

The total number of persons saved is two hundred and thirty, and five dead bodies were recovered, and one hundred and ninety souls were unaccounted for. John L. Cook, one of the passengers saved, relates a heart-rending scene: John Roach, a coal passer, dangled from the main mast for two hours with his hands and legs about the main stay. At length his struggles grew feebler, until he dropped into the sea. A passenger was astride the stay and clung there from 5 until nearly 10 a. m., when he too relinquished his fight for life and fell into the ocean. All those rescued gave the highest praise to the officers of the revenue cutter for the bravery

they manifested in saving them from the wreck. All the survivors now aboard the cutter are being cared for by the officers.

The City of Columbus was one of the finest vessels on the coast. She was built in 1838 by John Roach & Son, of Chester, Pa., for the Ocean Steamship company, of New York, to run between that port and Havana. She was purchased by the Boston and Savannah Steamship company in September, 1880, and has since been plying between this city and Savannah, making fortnightly trips in alternation with her sister ship, the Gate City. The Columbus was built of iron and thoroughly equipped. She was rated A 1 for a hundred years and was of 1,997 tons burden. She was 270 feet long and 39 feet beam and had passenger accommodation for 84 first-class and 46 second-class passengers. The steamship was insured at a lower rate than any vessel on the coast and was valued at \$300,000, and insured for \$250,000; \$170,000 in English and \$80,000 in American companies.

Cruelty to a Sorrowing Girl.

How easy it is for writers for the papers, in a little item, an item that they give no thought to when they write it, to cause sorrow enough to make the writer wish he were dead, if he could realize the sorrow that he causes. At the burning of the Newhall house, a young railroad man named Howie was lost. He was to have been married shortly to a Miss Barnes, of Manitowoc, and his life insurance was made payable to her. A few weeks ago one of the society papers made an item that a Miss Barnes, of Manitowoc, was soon to be married. Some other newspaper man saw the item, and at once jumped to the conclusion that the lady was the affianced of the dead conductor, and he made an item to that effect. Then dozens of other papers made items, and many of them commented on the matter in an uncomplimentary manner, one saying that five thousand dollars was a pretty good price for a year's mourning, and some of the papers spoke of her heartlessness, until it was hard to find a paper in all this broad land that did not say something mean of the poor little girl who was living quietly at her home, thinking of her lost lover, and laying awake nights shuddering at his horrible fate. The subject of marriage with another had never entered her head, and she was fairly crushed by the cruel stories. She tried to conceal her sorrow as much as possible, but each paper she saw seemed to say something meaner than the previous one, until she was almost wild, and then her relatives denied the story, but not one paper in a hundred that published the original truthful item about her will ever think to publish the denial, so the sorrowing girl, whose brave young lover was lost with her picture on his breast, and her face the last he saw on earth, is made to appear very mean, and unfaithful. The writers for the papers who have said these wicked things of the little woman are so busy in writing for their papers that they have not time to think of the heart that they have made heavy, of the sobs that come from her quiet room, of the pale face that tries to look cheerful, or the sad, tearful eyes that try to look through the smoke and flame of her imagination for the face of the one who was dearer to her than all the earth besides. If the cruelty should kill her, who would be her murderers? The Sun does not suppose that a young woman thus bereaved at the threshold of life should always mourn for the lost one, and the lost one would not expect it, and it is hoped that the future may raise up to her one that will be as kind and loving and true as the bright boy who gave up his life in the New-hell house, and that she will one day be a happy wife, but there is no hurry, and papers should be careful not to make her lot harder to bear than it is.

Still A Slaveholder.

A strange reminder of the ante-bellum days was witnessed a short time ago in the busy streets of the peaceful city of Staunton, in the valley of Virginia. A sturdy mountaineer, from Pocahontas Co., W. Va., had made his way from his secluded fastnesses across the Cheat and Alleghany Mountains, 150 miles to the nearest center of civilization, to make sale of some stock, the fluctuations of whose value once sent a throb through the commercial world. In his high and isolated eyrie, enjoying the independent freedom and simplicity of rural life, he had not heard of "war's alarms" and none of the confusion incident to secession had disturbed the peaceful rounds of his life. He had tended his flocks, cultivated the soil and prospered until the surplus was beyond his consumption. Reckoned among the wealth that could be disposed of as no longer necessary for his needs were two finely built colored men, and it was more particularly to sell these that he had gotten the consent of his mind to make the perilous journey to the nearest point within the pales of civilization. Arrived in Staunton he asked for a slave dealer, and tried in vain to sell his slaves. He could not be convinced that there had been a great war, and at last he left in disgust. When last seen he and his dusky property were on their way back home to enjoy a life free from the vices of an unreal civilization.

There is an effort being made to revive the fashion of using black gloves both for day and evening; light shades of tan color, however, remain the choice for dress occasions. Don't strain your eyes by reading on an empty stomach or when ill.

THE BOYS IN BLUE.

Their Claims to be Brought Before the Present Congress.

The movement of the survivors of the war with Mexico, for suitable recognition of their services at the hands of congress, is followed by a similar memorial from the veterans of the late war, as will be seen by the following RESOLUTIONS: WHEREAS, All nations and countries have ever honored and held in most grateful remembrance their loyal heroes and patriotic defenders; have erected monuments to commemorate their valorous achievements, and proclaimed in song and story the great sacrifices, the many hardships and privations in camp, in field, and on the march they endured and suffered for national existence or national honor; and

WHEREAS, A just appreciation and recognition of the dangers, toils and sufferings passed through by the veterans of the late war for the Union should ever find an abiding home in the breasts of the people of the republic, and that their claims to necessary aid and assistance should be most cheerfully and promptly accorded by a grateful country and people; and

WHEREAS, There are many old, enfeebled and needy survivors of the Union army in the rebellion, who should receive the tenderest care and ever ready and willing gratitude and bounteous provision of our great and glorious republic, preserved by their valor and heroism in a contest unequalled in magnitude and fierceness of any ever waged between armies. Now, therefore, be it

Resolved, That a copy of the foregoing be sent to our representatives and senators in congress, with the request that they use their best and united endeavors to carry out the wish of Nebraska's soldiery as above expressed.

HEADQUARTERS G. A. CUSTER POST No. 7, Dep't of Nebraska (G. A. R.) I certify that at a regular meeting of G. A. Custer post No. 7, department of Nebraska G. A. R., held at their hall in the city of Omaha, this 7th day of January, 1884, the foregoing and above preamble and resolution were, after due deliberation, unanimously adopted; and I further certify that the said foregoing is a true and correct copy of said preamble and resolution. Given under my hand this 7th day of January, A. D. 1884.

GEO. M. O'BRIEN, Post Commander. JOHN W. HONZA, Post Adjutant.

Tunneling Under Difficulties.

A curious narrative of difficult engineering comes to us from France. It appears that the railroad from Montauban to Brive being authorized to run a tunnel through the Mont des Cabanes, a distance of a mile and a half (814 metres), the workmen successfully pierced through all of the distance but eight metres (twenty-six feet) during the year 1881. The two years which have elapsed since that time have been occupied in ineffectual efforts to penetrate the small distance remaining; ineffectual on account of the constant deposits of moistened earth, a sort of red phosphate, which is renewed as fast as removed, though fifteen tons per hour have been taken away during the two years. The material appears inexhaustible, and engineers from different parts of Europe have, after careful inspection, given their opinion that the task of completing the tunnel is impossible. The pillars which are used for supporting the roof of the tunnel have to be constantly renewed, as they become twisted and bent from the heavy load upon them, this even being the case with metallic columns. Several persons have been killed during the progress of the work, and a large number injured. Altogether the title given to the work of "Le Tunnel Infernal" would not seem to be misplaced. The cost of removing the mud of the recalcitrant twenty-six metres has already amounted to 3,500,000 francs, and it is impossible to estimate anything as to the future of this melancholy enterprise.

THE MARKETS.

OMAHA. WHEAT—No. 2, 72@72 1/2 c. BARLEY—No. 2, 47c. RYE—No. 3, 45c. CORN—No. 2, 37@37 1/2 c. OATS—No. 2, 32 1/2 c. FLOUR—Wheat Graham, \$2 75. CHOP FEED—Per cwt. 90c. SHORTS—Per ton, \$14 00. ORANGES—Per box, \$5 25. LEMONS—Per box, \$7 00@7 25. APPLES—Per barrel \$3 75@4 50. BUTTER—Creamery, 32@33c. BUTTER—Choice country, 14@15c. EGGS—Fresh, 20@22c. LARD—Per lb. 13 1/2 c. POTATOES—Choice, per bushel, 35@45c. HAY—In bulk, per ton, \$8 00@8 50. LARD—Refined, per lb. 10 1/2 c. SHEEP—\$3 00@3 50. CATTLE—\$3 50@4 50. HOGS—\$4 00@4 25. CALVES—\$5 00@6 00. CHICAGO. WHEAT—Per bushel, 98@98 1/2 c. CORN—Per bushel, 51 1/2@52c. OATS—Per bushel, 32 1/2 c. PORK—\$14 55@14 60. LARD—\$8 82 1/2@8 65. HOGS—Mixed, \$5 30@5 65. CATTLE—Exports, \$6 00@7 00. SHEEP—Medium to good, \$3 00@4 00. ST. LOUIS. WHEAT—Per bushel, 90 1/2@91 00. CORN—Per bushel, 48 1/2@49 1/2 c. OATS—Per bushel, 33 1/2@34c. CATTLE—Exports, \$6 00@6 40. SHEEP—\$3 50@4 00. HOGS—Mixed, \$5 00@5 90. France is negotiating for the sale of her state railroads to obtain war funds.

WORKING HIS PASSAGE.

A Mild-Mannered Man Who Traveled on His Muscle.

New York Times. A Fourth Avenue car while proceeding on the uneven tenor of its way through Center street, just above the freight station, became weary of the jolting and, leaving the track, deliberately turned itself crosswise over the road and refused to be comforted. It was a car bound down town and the passengers fumed and fretted in their anxiety to reach City Hall square, but did not feel much like undertaking to wade the rest of the way. The car was in such a position that travel was blocked on both tracks. The already murky atmosphere became lurid with the profanity which was distributed by the drivers of various vehicles. The most active and ingenious of them all was a truck driver who had blood in his eye and cherry-colored hair on his head. He was just inside the freight house and was "madder than a wet hen." His eagle eye—he had only one eagle eye, the other having been closed for repairs—was eagerly searching for an opportunity to rush across the street with his wagon and get in between an up-bound car and a furniture wagon. Said eagle eye failed to take in the aspect of a gentleman who stood on the front platform of the derailed car. Said man wore a long, sandy beard, voluminous eye-glasses and a sixteen-page overcoat. His general appearance was that of the editor of an ultrareligious weekly. An expert in athletics, however, would have noticed a fine breadth of shoulders and a significant fullness of chest.

Presently the united exertions and oaths of the assembled drivers placed the down-bound car on the track and the line on the up track made a slight movement. Now the irate truckman in the station seized time by the forelock and his whip by the handle, and urged his horses across the track in front of the down-bound car before it could be started. But he succeeded only in getting his wagon on the track when the line on the up track paused, and the down car was blocked effectually. Then the quiet man on the front platform opened up his valves.

"Get off that track," he shouted, "and let us get down town some time to-day."

The truckman turned a haughty stare upon him and answered not.

"Did you hear what I said? Get off the track!"

Then the truckman opened his lips and in unmistakable language asked the gentleman to visit the place which Bob Ingersoll says is not.

"If you don't get off that track immediately," said the gentleman, "I'll put you off."

"I'd like ter see you," was the response.

The gentleman landed in front of the truckman's team. He seized the head stalls of the horses and cried: "Back up!"

"Let go o' dem horses, yer!" shouted the truckman, but the gentleman was deaf. Then the truckman lashed the animals and entreated them to "get up." They made a plunge forward, but they might as well have run against the Fifth Avenue hotel. The gentleman put forth his strength and forced the horses slowly backward until the truck was once more inside of the station, the driver meanwhile insuing the brutes vainly and calling the gentleman every endearing epithet known to the vocabulary of he slums.

When the truck was in the station the gentleman released the hold on the horses and said:

"Now, my friend, if you will come down off that wagon, I shall be pleased to give you a sound thrashing."

But the truckman tarried on the seat and spoke not, while the gentleman rounded the car and shook hands with the driver, who remarked that he was "a daisy;" and the procession moved on.

Crops, Population and Railroad Mileage.

There was one mile of railroad in 1880 to 34,818 pounds of cotton; in 1881 to 25,416 pounds; in 1882 to 30,000 pounds; in 1883 to 24,066 pounds. There was one mile of railroad in 1880 to 20,408 bushels of grain; in 1881 to 20,000 bushels; in 1882 to 21,000 bushels. There was one mile of road in 1880 to 354 inhabitants, in 1881 to 518; in 1882 to 481; in 1883 to 466. It will be seen that the sources of business for the roads are markedly less now than four years since. These are facts to which speculation will be compelled to yield. Yet they are by no means discouraging. The process of recovery is as sure and inevitable as the process of shrinking, and there is considerable evidence that it has begun. The immediate future is not promising to those who are in haste to get rich. It is perhaps on that account the more encouraging those who are content with moderate gains honorably made.

Drawing the Sympathetic Tear.

Brooklyn Eagle. "It was one of the saddest cases ever I knew," said the stranger, occasionally moistening his throat with a draught of hot whisky. "I never heard of a death that affected me more." The crowd gathered around him and began to ask questions. "Was he murdered?" "No, he wasn't murdered." "Did he commit suicide?" "No." "Did he die a natural death?" "No." "If he wasn't murdered, didn't he commit suicide or die a natural death, what in thunder was the matter with him?" "He was found in bed with a copy of the New York Sun in his hand containing a large installment of the Holman boom."