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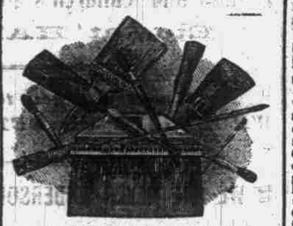

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AMERICAN.

Wired from Washington.

WASHINGTON, 13.—The House at its last evening's session passed 45 pension bills and at 10:10 p.m. adjourned until to-day.

The Postmaster-General on the 6th of last December received a letter marked Cheyenne, Wyoming, in which he was asked the assistance of the Department in finding the rightful owner of $140 enclosed. The letter is signed "From a Christian," and states that in 1864 or 1855 the writer received a letter from the Peru, Neb., postoffice containing $40, and again in 1866 or 1867, while temporarily in charge of an express car at North Platte, Neb., a letter containing $125 was handed him for transmission by a soldier then stationed there. From this letter he took $100, mailing the letter with the balance of the money. Although 20 years have elapsed since the act was committed, the postal authorities have at last succeeded in finding the rightful owner of the $40, and payment to Enoch Ruggles, of Plum Willow, Iowa, has been ordered. Further efforts will be made by the Department to find the owner of the $100!

The ways and means committee this morning gave a hearing to gentlemen interested in the wool industry.

John T. Clark, a wool grower and flock master of Pennsylvania, was the first speaker. After giving a history of the growth of the wool industry in his section of the country, he reviewed the condition of this industry under various tariff acts. Under the act of 1867, the grower had fair living profits. The act of 1883 had injured the industry and in 1884-5 sheep worth $2 or $3 each were sold at any price, and many farmers had abandoned wool growing. A domestic grower could not grow wool in competition with the English grower on Australian lands. If the industry was broken down at home speculators would control the market and consumers would have to pay more for their clothes. The growers did not ask for a prohibitory tariff but recognizing that the act of 1883 was a step backward, they asked the restoration of the rates of 1867.

Reed protested against a tariff agitation by a revision of the tariff, as a disturbance of business and a postponement of the repose needed for a recovery from the great industrial depression. The passage of the bill would, he said, inflict a blow upon the manufacturers which would inevitably recoil upon the interests of domestic production and bring about a destruction of its home market.

Second Comptroller Maynard has settled an important question arising from the act of April 22, 1872, which directs that every volunteer soldier who enlisted for three years prior to July 22, 1861, under the President's proclamation of May 3, 1861, and the orders of the War Department issued in pursuance thereof, and was actually mustered into service for three years before August 6, 1861, and who was honorably discharged, shall be paid the full bounty of $100 unless already paid. The Second Comptroller holds that said bounty is payable to the heirs of every deceased soldier, who, if living, would be entitled thereto, whether he died before or after the passage of the act.

Major General Pope will be placed on the retired list next Tuesday. It is said that General Terry, who was confirmed as Major General last Thursday, will be assigned to the command of the Division of the Atlantic with headquarters at Governor's Island, New York, and that the next Major General will be given command of the Division of the Pacific with headquarters at San Francisco.

The wife of Representative Woodburn, of Nevada, died in this city this afternoon after an illness lasting several weeks.

The *Post* says: Mr. Thomas A. Edison has filed an application for a patent for his invention for telegraphing from a moving train. Last October Lucius J. Phelps, of New York, obtained quietly from the patent office, and without any newspaper notoriety, a patent for telegraphing from a train by induction. His method is not quite the same as Mr. Edison's for the latter telegraphs from the roof of the car to the wire upon the pole, while Mr. Phelps proposes to lay a wire along the track between the two rails and telegraph from the bottom of the car. The principel, however, is the same, and is broadly covered by Mr. Phelps's patent.

Funeral Ceremonies of Senator Miller.

WASHINGTON, 13.—Immediately upon assembling in pursuance of the order made yesterday, the House, as a body, preceded by the Speaker and Chaplain, proceeded to the Senate chamber to take part in the funeral ceremonies over the remains of the late Senator Miller of California. Upon returning from the Senate chamber the House adjourned.

The Senate adjourned, and the procession having been formed as prearranged, moved to the music of "dirges" of the martial band, out through the rotunda and to the depot.

The procession was a long one, and was composed of Senators, Representatives and citizens, all on foot. At the depot the remains were placed in a special car set apart to bear them to California, and left in charge of a guard of the Loyal Legion. At 7 o'clock the guard was withdrawn, and ten minutes later the train containing the remains, the family of the deceased and the Congressional Committee, started on its long journey to the Pacific Coast.

It is said that Senator Jones, of Nevada, is the only member of the Senate who accompanied the remains of Senator Miller to California.

Illegal Appropriations in Wyoming.

CHEYENNE, 13.—The Ninth Legislative Assembly, celebrated for its two-thirds republican majority in both houses, adjourned *sine die* at an early hour this morning.

Among the last acts was an appropriation for miscellaneous expenses of the Territory of over $80,000; special laws appropriated $25,000 more, making a total of $105,000. Laws were also passed, providing for county and Territorial bonds, in aid of various public enterprises, amounting to $630,000.

United States Attorney Campbell, on behalf of prominent tax-payers, to-day applied to Chief Justice Lacy for a writ of injunction restraining the Auditor from issuing warrants to cover $10,000 appropriated to Governor Warren for contingent expenses and for the expenses of the Legislative Assembly, which appropriations, it is claimed, are in violation of the laws of the United States. A temporary injunction was granted.

From San Francisco to Chicago for Sixteen Dollars.

SAN FRANCISCO, 13.—The lowest passenger rates yet made during the railroad war were made by the Atlantic & Pacific road to-day on limited tickets. The rates are Chicago $16, New York $31. A change was made in emigrant tickets. The purchaser is allowed a rebate on the latter which makes the rate to Chicago $15, and New York $26.

New York, 13.—While nothing definite is known as to what has been done towards the compromise of the transcontinental fight, it is stated that some sort of an understanding has been arrived at. This is evinced by the action of the general agents at both ends of the system. In San Francisco the Western agents came to an understanding that they would not guarantee any freight rates for longer than next Saturday night, and the general eastern agents are doing the same thing. It is generally agreed that while the rates will be much higher than they now are they will never be as high as they were before the war.

Chicago, 13.—There was another fall in passenger rates to the Pacific Coast to-day. In order to offset the alleged underhand cutting by the Atchison, Topeka & Santa Fe road, the lines running from here to Council Bluffs reduced their rates to $7, a rebate to that amount being paid San Francisco bound passengers upon arrival at Council Bluffs. This makes the first-class rate from Chicago to San Francisco $32.50 and the emigrant rate $20. It is expected that to-morrow the Santa Fe road will make these rates in connection with the lines running to Kansas City.

The fight on the passenger rates between Chicago and St. Paul and Council Bluffs developed renewed activity to-day. A cut in east-bound passenger rates from Council Bluffs was announced, first-class rates being made $9.50 and second-class $7. Tickets east and west over the Northwestern road are thus placed at the same figures. What the other lines will do has not yet been made public.

The Railroad Strikers.

ALVARADO, Tex., 13.—Receiver Brown, of the Texas & Pacific Railroad, was hanged in effigy last night. A placard was attached to its breast inscribed "Scabs, Beware!" It is not known by whom the act was done. The strikers are conducting themselves quietly. Their chief amusement is baseball.

Fort Worth, Tex., 13.—The Texas & Pacific road is open from New Orleans to El Paso. It is understood here that an effort will be made to buy off the men working for that road with money furnished by the Knights of Labor in the Eastern States.

Jefferson, Tex., 13.—Receivers Brown and Sheldon, of the Texas & Pacific, applied to Judge Pardee for writs of assistance, alleging that since March 1 a large number of mechanics have refused to work, upon alleged grievances without foundation; that the mayor of Marshall, Texas, has appointed 40 strikers as special policemen to protect the property of the company, and under pretense of such authority they have armed themselves, and several of them are intimidating men employed in their places. The officers of the road feel that their lines are not safe, and danger may be apprehended at any moment.

Judge Pardee issued an order that the Marshal and District Attorney prosecute any one who shall interfere with the receiver.

Marshall, Texas, 13.—United States Marshal Reagan arrived here this morning, swore in some deputies and took possession of the shops. A circular is being prepared notifying the strikers that the shops will be opened to-morrow morning, and saying all who wish to return to work can do so, provided they make affidavits that they did not leave the company's employ willingly and that they have only desisted from work since the strike, through fear or intimidation.

Paris, Texas, 13.—All the road hands are now on a strike; not a single car has been moved for several days, nor has a local freight run since Monday. An order was received yesterday by the agent to receive any and all kinds of freight, but it was countermanded to-day.

St. Louis, 13.—Superintendent Dickinson, who has charge of all the terminal facilities here, including the Bridge and Tunnel and Missouri Pacific yards, has offered his men who are on the strike a material increase of wages, but they have refused to return to work until permitted to do so by the Knights of Labor.

The attorneys of the Missouri Pacific this afternoon applied to Judge Horner of the Circuit Court, for a temporary injunction to restrain J. McGarry, M. P. Palmer, P. H. Nolan and other strikers from going on the premises of the plaintiff and interfering with their property, and also to prevent any conspiracy outside of the premises to do injury to plaintiff's property. At the suggestion of the court, the petition was amended by striking out the latter portion of it, and then the injunction was granted.

Other Strikes.

CINCINNATI, 13.—All the street cars in this city excepting those on the Mount Auburn line and those running from Covington to Newport, stopped running at noon to-day, on account of the various companies refusing to comply with the men's demands for $2 per day for twelve hours work.

One line has granted the striker's demands and it is likely that all will before night.

St. Louis, 13.—The employes of all the street car lines but the Broadway and Cass Avenue will assemble to-morrow night to consider the propriety of striking for $2 per day for twelve hours work. That amount is now paid by the Broadway line.

The Walnut Hills Line accepted the $1.85 per day rate for 12 hours and sent out their cars about 2 o'clock. The employes of the Consolidated Company had a less harmonious meeting. They began their session at 2 o'clock and were about equally divided between the two propositions made by President Kligour of $1.85 all around or $2 for conductors and $1.95 for drivers. It required considerable time to come to a decision, but they settled upon the last proposition and at 6 o'clock the cars were ordered out and the men resumed work.

Pittsburg, 13.—At a meeting of the miners of the Clearfield region at Tyrone, Pennsylvania, to-day, it was resolved to strike for an increase of ten cents per ton.

The Clearfield district includes 60 mines, employing 5,000 men and is regarded as the pivotal branch of the entire soft coal region.

New York, 13.—Arrangements are being made for a general strike for an advance in wages among the longshoremen on non-union piers, to begin early next week. On many of the piers men are paid only 25 cents an hour. The union rates are 40 cents an hour day work, and 60 cents for night work.

Suicides.

NEW YORK, 13.—Henry J. Hall, 72 years old, committed suicide to-day at the Fifth Avenue Hotel. He was a professional mining engineer, and is said to have sunk the first shaft in California at the time the gold discoveries began. He became interested in several paying mines and lived handsomely. Mr. Hall had been suffering with liver trouble and dyspepsia in an aggravated form. His wife was in an adjoining room when Hall killed himself by shooting through the right temple. He is said to have been a millionaire.

Chippewa, Ont., 13.—An unknown man committed suicide at the falls this morning by jumping into the river from a small platform on the north end of Leader Island, and boldly swimming right over the cataract.

Murder and Attempted Suicide.

ST. LOUIS, 13.—A dispatch from the Hot Springs, says: This morning, Geo. D. Williams, clerk of the Sumpter Hotel, killed Mrs. Norris, a guest of the house, and attempted to kill himself. It is alleged that intimacy has for some time existed between Williams and Mrs. Norris, who was quite a young and very fashionable woman. Her alleged husband, a sporting man, claims to have discovered Williams last night in his wife's apartments, and the matter became public through the disturbance which ensued. Williams is a young man, very popular in society and no stain on his character has ever before existed. He fired only two shots, one of which penetrated the heart of his victim, and the other his own head just above the right temple. It, however, only fractured his skull, and the wound is not fatal. He is now in prison.

Arrested.

DENVER, 13.—G. W. Helm, at one time a grain merchant of Danville, Illinois, was arrested near Longmont yesterday by the Rocky Mountain Detective Association, charged with forging his brother's name to a check for $2,500 three years ago, since which time he has been a fugitive.

Utah and Colorado Pool.

The Colorado and Utah Pool Association began its session at the Windsor Hotel yesterday. The Union Pacific, Kansas Pacific, Burlington, Santa Fe and Denver & Rio Grande roads were represented. The object is to reorganize and strengthen the pool. With the exception of changing the percentage on one or two roads, the old agreement will be signed by all.

At the meeting of the Colorado-Utah pool to-day, the Utah agreement was ratified. The details of the pool were being discussed when the meeting adjourned until Monday.

SUNDAY'S DISPATCHES.

One of the Ocean Greyhound—The "Oregon" Sunk and Most of her Mail Matter Lost.

FIRE ISLAND, N. Y., 14.—The lookout at this station sighted a four-masted steamer moving very slow seaward. Later she turned southeast and since has been drifting in that direction being about fifteen miles southeast of this point, only the tops of her masts can be seen, but the observer thinks it is the British steamer *Oregon* from Liverpool. At 11:25 a. m. she had drifted out of sight. At 4:30 p. m. the German steamer *Fulda* from Bremen *via* Southampton, off this point reports by signal that the steamer *Oregon* is sunk. All of the passengers of the *Oregon* are on board the *Fulda*. The *Fulda* will probably reach quarantine at about 8 p. m.

The German steamship *Fulda*, Capt. Ringk, from Bremen, which arrived at the bar at 5:25 p.m. to-day, reports as follows:

Stopped off Fire Island March 14, at 12:15 p.m., in order to take up passengers and crew lot the *Oregon*, and anchored at the bar off Sandy Hook on account of low water at 6:25 p.m. the same day.

THE SAVED OF THE "OREGON"

are 185 first cabin, 66 second cabin and 380 steerage passengers and 205 crew. The steamer *Oregon* collided with an unknown deep-laden, three-masted schooner on the 14th inst., at 4:20 a.m., when below Fire Island Light and Shinnecok, striking the steamer on the port side immediately under the dining saloon, tearing a large hole in her side, under water.

Sandy Hook, 14.—The steamer *Oregon* was run into by a schooner between 3 and 4 o'clock this morning, while east of Fire Island, having two holes stove in her. She commenced sinking at once. Part of her passengers were transferred to the pilot boat and part to the schooner, and it is believed they were all subsequently transferred to the steamer *Fulda*. There are over 800 passengers and the crew of the *Oregon* alone on the *Fulda*. The *Oregon* was entirely abandoned, and she sank at 1 p.m. to-day.

Captain Cottier of the *Oregon* was below, the chief officer being in charge on the bridge. One passenger states that the hole was so large that one could drive a horse and wagon through it; also that when the vessels collided it sounded like

THE REPORT OF AN ORDINARY CANNON.

The boats were, after some difficulty, manned and lowered into the water. The ladies were first got into the boats and transferred to pilot boat No. 11, and the schooner *Fannie A Gorham*, Captain Mahoney, from Jacksonville, for Boston. From 9 to 11 a. m. the work of transferring passengers was proceeded with. All were transferred in safety, not a single life life was lost. At 12:15 p.m. they were all safely transferred again to the steamer *Fulda*, which, owing to the state of the tide, was obliged to anchor off Sandy Hook at 6:30 p.m. Captain Cottier was the last man to leave the ship. The steamship *Oregon* was built by John Elder & Co. at Glasgow for the Guion line, and was launched on June 21, 1883. She arrived here on her initial trip, October 14th, 1883, making the run from Queenstown to New York in seven days eight hours and thirty minutes. At that time she was

THE MOST MAGNIFICENT, POWERFUL AND FASTEST

of the trans-Atlantic vessels. With the exception of the *Etruria* of the same line she retained her record for the fastest speed. In August, 1884, she made the run from Queenstown to New York in six days, nine hours and forty-two minutes, this being nearly 24 hours shorter than her first trip, and faster than any on record. On her return trip to Queenstown she made the run in 6 days 11 hours and 9 minutes. The dimensions of the *Oregon* were 520 feet in length, 54 feet breadth of beam, 40½ feet depth of hold, and 7,350 tons gross measurement. She was built of iron, with nine transverse water-tight bulkheads, five iron decks and a strong turtle-back deck forward and aft as a protection from heavy seas. She was fitted to accommodate 340 saloon, 92 second cabin and 1,000 steerage passengers.

W. G. Tway, United States Inspector, who had charge of the mails said he succeded in recovering only

SEVENTY-NINE OUT OF MORE THAN 600 MAIL BAGS

which were on board when the collision occurred. He added that he was able to learn little about the collision except that the steamship was run into by an unknown schooner. None of the baggage, he said was saved.

The Oldest Telegrapher.

PERRY, N. Y., 14.—Zeino P. Gordon, the oldest telegraph operator in the United States, died at Castile, New York, on Saturday, aged 82 years. For a long period he was in charge of the Erie railroad depot at Castile and was well known and very popular.

Boycotting by the Knights of Labor.

CHICAGO, 14.—District Assembly No. 57 of the Knights of Labor held a meeting here to-day, and though the session was secret, a member after adjournment vouchsafes the information that it had been decided to sustain the striking employes of the McCormick Reaper Co. and boycott the firm, which is now employing nearly a full force of non-Union men. It was also decided at the meeting to raise the Thompson and Taylor boycott, one of the firms using the Maxwell Brothers goods and call out the full strength of the order in boycotting Maxwell Brothers.

Supposed Railroad Robbers.

CHICAGO, 14.—An *Inter-Ocean's* Joliet, Ills., special says: By comparing the notes of Conductor Wagner and several passengers on the train, about which Express Messenger Nichols was murdered yesterday, they have accepted the theory that the murder and robbery were perpetrated by four men, three of whom boarded the train at the Chicago depot and the fourth at Blue Island. Two of the men traveled on a pass issued to "D. R. Martin and one," good between Kansas City and Chicago. Before reaching Joliet the conductor became convinced that the men were suspicious characters and asked to see their passes again. On the second inspection of that issued as above stated, the conductor noticed that it had been originally dated 1884, and that the last figure of the date had been neatly covered by a master bearing the figure 6. Upon this he refused to return the pass and ordered the men to leave the train at Joliet. They did so but are believed to have boarded the train between the baggage and express cars just as it pulled out. No clue to the men has yet been discovered.

Won the Fight.

NEW YORK, 14.—Dempsey won the fight at Marchmount this morning. He knocked out Leblanche in thirteen rounds.

Death from Cancer in the Stomach.

PORTLAND, Ogn., 14.—M. W. Fechheimer one of the leading lawyers of this city died last night of cancer of the stomach. He was the richest lawyer in the State and President of the Oregon Fire and Marine Insurance Co.

FOREIGN.

SUNDAY'S DISPATCHES.

Gladstone's Home Rule in Ireland—An Inflammatious Session.

LONDON, 14.—The *Observer* says that at the cabinet council yesterday, measures were submitted by Mr. Gladstone for the home government of Ireland. They were unfavorably received, and that project, if persisted in, will lead to the disruption of the cabinet.

The *Observer* states that Gladstone's draft, as printed and handed to the cabinet, deals exclusively with expropriation (giving up) for which a colossal sum will be required. The administration of the fund is to be entrusted to an Irish local body, constitution of which is left blank in draft, but which the ministers were informed would be of the character of an Irish Parliament.

Thirty Rebels Killed.

SUAKIM, 14.—In a skirmish to-day, between the British and rebels, thirty of the latter were killed.

English Withdrawal from Egypt.

CAIRO, 14.—Lord Roseberry, British Foreign Secretary, has instructed Sir Henry Drummond Wolff, British Commissioner in Egypt, to arrange for the reduction of the army of occupation by six regiments, and the withdrawal of the British troops from Assouan and the Egyptian troops from Wady Halfa.

SANPETE STAKE CONFERENCE,

HELD IN EPHRAIM, FEBRUARY 13TH AND 14TH, 1886.

There were present: President Peterson and Counselors, members of the High Council, Bishops of the several wards, and Elder W. H. Seegmiller of the Presidency of the Sevier Stake.

President Peterson made opening remarks, in which he passed in review the condition of the Saints temporally, contrasting the present with that previous to the commencement of building the Temple. Said that though the Saints in this Stake have donated quite liberally towards the building of the Temple, yet they have increased in material wealth in a remarkable degree. Drew the attention of the Saints to the urgent necessity of continued diligence in contributing liberally so that the labors may be continued on the Temple. Gave much instruction to the Bishops in relation to exercising the necessary diligence in their watch-care over the people spiritually and also temporally. Reported all the wards in the Stake fully organized, together with the several quorums of Priesthood.

Presidents Beal and Maiben made excellent remarks upon the duties of both officers and members, and gave needed and timely instruction, which was evidently appreciated.

The Bishops' reports showed that a few of them had commenced their labors of visiting the Saints in their homes and laboring with them in the capacity of teachers, which duty President Peterson enjoined upon them that they might be prepared to report thereon next conference.

President Seegmiller and Elder W. M. Palmer each addressed the conference, dwelling upon the duties devolving upon the Saints both as officers and members. The statistical report showed an increase for last quarter of 153.

The Sabbath school report reflected great credit upon the superintendents and teachers.

The Manti Temple finances were not as satisfactory as desirable by the superintendents who have the work in charge.

Four meetings were held during the conference proper, and on the evening of the 13th meeting was held, under auspices of the High Priests, President James Wareham presiding, during which much fatherly and good instruction was given by President Wareham and others of the local presiding High Priests.

President Peterson expressed his satisfaction with the conference, the good attendance, the good instructions given by the speakers, the good spirit that had been enjoyed by the conference, and gave notice that conference would adjourn for three months to meet at Manti.

The house was filled to its utmost capacity, and many were unable to obtain admittance.

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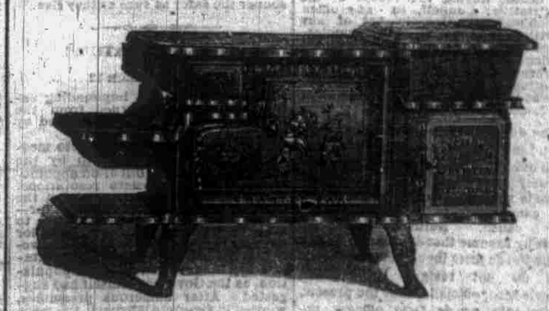

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