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TRUTH AND LIBERTY.

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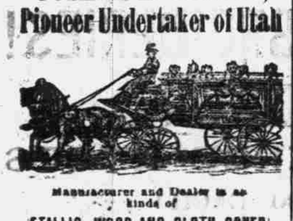

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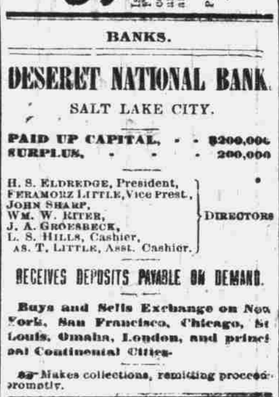

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GENERAL NEWS.

The Great Railroad Syndicate Scheme.

JUDGMENT AGAINST A COUNT.

Bulgarian Dictators Called to Account.

THAT ALLEGED DRAFT THEFT

SECOND READING OF THE SEPTENNATE BILL—TERRIBLE TRAGEDY, ETC.

By Telegraph to the NEWS.]

THE EIGHT RAILROADS.

Further in Relation to the Gigantic Syndicate.

NEW YORK, March 9.—The executive committee of the Richmond Terminal Company met to-day to consider the proposition of absorbing the Baltimore & Ohio and other systems. Action was deferred up il to-morrow.

An evening paper, commenting on the B. & O. "deal," says: By the will of the elder Garrett, the president of the B. & O., was restrained from the liquidation of his railway stock within twenty years, and that period is still distant. Just how the lawyers got around that difficulty is not well known, but it is supposed that Garrett placed in escrow his own holding, amounting to about one-third of the stock of the road. For the other shares he had to persuade the trustees of the John S. Hopkins estate and the representatives of the State of Maryland and the City of Baltimore to part with their large holdings at $250, the rate agreed upon.

HE SUCCEEDED

in the negotiation, and it is said that the purchase price of the stock will be paid in $10,000,000 five per cent long time bonds, the remainder in cash.

The following is also published: As the matter now stands Garrett has given a written agreement of what he will do in the premises and this includes a majority of the stock. The figures are said to be between $200 and $250. Mr. Sully and Mr. Garrett have signed the preliminary contract and the finances of the B. & O. Company are now being examined by the parties identified with the First National Bank syndicate which is to furnish the money to buy the property. So far as this investigation has gone it is favorable to the floating debt, which has been reported at $10,000,000 to $15,000,000, having been found to be only about seven million dollars. The amount required to

COMPLETE THE PURCHASE

will be about $17,000,000. There was some talk to-day about holding certain amounts of stock in trust (and which cannot be sold) in escrow, and the issue of a ten-year 5 per cent. bond for the same, but this is an outside matter and the understanding is that Mr. Garrett is to deliver the working majority. Gould up to the present time has had no dealing with the "deal," but if the same is carried through he will of course appear in the interest of the Western Union, as one of the objects of the scheme is to create harmony in telegraph as well as railroad matters.

The *Tribune* of to-morrow will say: The option of the controlling interest in the B. & O. recently obtained by Alfred Sully in behalf of a syndicate of New York capitalists was not exercised yesterday. It is probable that the privilege will be settled in a few days, as soon as the terms for subscription by the syndicate

CAN BE ARRANGED.

The change of ownership may be officially announced to-day. It is understood that the contract with President Garrett provides for the transfer by him to the syndicate of 80,000 shares of B. & O. stock at $200. The amount of the purchase money is therefore $16,000,000, upon which Mr. Garrett insists upon payment in cash of $6,000,000. The remaining $10,000,000 may be paid at any time within one year. After final payment has been made the entire block of stock is to be held in trust under certain conditions which have not been made public. Nothing in these terms is likely to interfere with the accomplishment of the general purpose, but in the meantime persons acknowledged to be largely interested in the plan are disposed to withhold information in regard to the date of the assignments. The syndicate comprises Calvin S. Brice and General Samuel Thomas, of the East Tennessee, George Scott, formerly president of the Richmond & Danville, George F. Baker and H. C. Fahnestock, president and vice-president of the First National Bank, and their associates in the

SOUTHERN RAILROAD

enterprises, in addition to Mr. Sully and Austin Corbin. There are many surmises, of course, as to the other interests involved in the transaction, but in the absence of positive action, the known members of the syndicate decline to make public the names of their associates or the extent of the ramifications involved in the radical change of ownership and management of one of the oldest and most conservative railroads in the country.

Alfred Sully, in response to inquiries regarding the *Tribune* account of the negotiations, said with a good deal of hesitation:

"Yes, that was an interesting story. I guess it was pretty well founded on facts, but I do not think the situation is quite as broad as you represent it. Nothing has yet been done, and I do not care to talk until to-morrow."

"What about the relations of the Adams Express Company involved in the negotiations?"

MR. SULLY

deliberated for some seconds while his lips were well pursed up and then he said slowly: "I don't think any question has been under discussion except the control of the B. & O."

Dr. Norvin Green, president of the Western Union Telegraph Company, remarked yesterday: "I don't know anything about the reported sales of the Baltimore & Ohio Railroad, but can say the difference between the telegraph companies will be adjusted. It is merely a proposition that history repeats itself. The question of terms has prevented a settlement for a long time. We have been willing to take the opposition companies on the basis of their actual value as material for our business, but the aim of the other companies has been to see what amount of damage they could inflict on us. We are not buying opposition lines on that principle. Of course we know there is no chance of buying the B. & O.

TELEGRAPH SYSTEM

at sheriff's sale, but on the other hand, we do not care to acquire it at the valuation put on it as one of the assets of the railroad company. I have no hesitation in saying that overtures for a settlement of telegraph matters have been made to us recently, but they have been refused on account of the wide difference of opinion in regard to the value of the properties offered to us. I understand that the cost of its telegraph system stands at about $8,000,000 on the books of the B. & O. railroad, but I am sure that we do not want it at that figure."

When Jay Gould was asked by a *Tribune* reporter if he had an interest in the proposed purchase of the B. & O. R. R., he replied: "I am not engaged in new enterprises of any kind. I am in a snug condition. I do not owe anything and my time is well filled looking after the interests I have now. These are elevated railroads, the Missouri Pacific and the Western Union Telegraph. I find that I have

PLENTY OF WORK

in managing them, and at my time of life I think a man ought to be contented if he has got a little property together. I have often noticed that when men go outside of their regular business in which they have achieved a certain amount of success, they are apt to get what is called the 'great head'—that is the beginning of their complete overthrow. In regard to telegraph matters I can only say it is not the policy of the Western Union to buy up opposition lines. We might accept lines when they were necessary to our business, but at the price that represents the cost to us of building new lines. We were asked lately if we would consent to a general advance of rates, but I replied that the Western Union did not first reduce the rates, and they had been able to live at the lower tolls. In fact, I am clearly of the opinion that the true policy of the company is to conform the business to the cheaper rates, and force the opposition to follow

OUR EXAMPLE.

If I were to secure by purchase or lease all opposition companies, the fact itself would stimulate new rivalry. I prefer on the whole to let the present opposition pursue its course. If the B. & O. system is to be controlled by a New York syndicate I do not see that it changes the relations of the companies. I understand that the purchase of the B. & O. stock has been practically completed, but I have no interest in the transaction."

Alvin S. Bruce was seen after the Richmond Terminal meeting. In reply to inquiries he said: "I can only say that all I know outside of newspaper stories is that there has been some discussion of an amalgamation of the Richmond Terminal and B. & O. interests. Nothing has been done with regard to any control of the B. & O. I do not believe Mr. Garrett wants to sell his stock. At any rate he has not offered to sell it except at a price I do not believe anybody would be willing

TO PAY FOR IT.

I have seen no option of Mr. Garrett. There has been a good deal of talk in the way of negotiations, but nothing has been committed to paper. The discussion of the relations between the Terminal and the B. & O. has resulted in nothing."

PHILADELPHIA, March 9.—The *Ledger*, in its financial article, referring to the alleged Baltimore & Ohio "deal," to-morrow will say:

"In the various reports that have got into circulation in the newspapers, there have been united in the alleged syndicate who are supposed to be buying the Baltimore & Ohio Railway, a great many large railway companies and bankers. We have made inquiry on the subject and are able to report as a result that the Pennsylvania Railroad and Lehigh Valley Railroad have no connection with the deal; that the controlling powers in the Reading Railroad management have nothing to do with it, and that the company cannot be used by this syndicate in any such connection; that the friends of Mr. Austin Corbin deny that he had anything to do with the movement, and that Drexel, Morgan & Co., of New York and Drexel & Co., of Philadelphia have

NOTHING TO DO WITH IT.

The *Record* will say: "An important meeting of the Adams Express officers and others was held in this city yesterday, and it was learned that the following interests were represented: Western Union Telegraph Company, Adams Express Company and the Pullman Palace Car Company. The corporations are stated to be interested in the deal, as their share of it is to take the express, telegraphic and palace car privileges of the Baltimore & Ohio system, thus removing the most formidable opposition that these different interests now have, by doing which they will ultimately get back all that they will invest in the deal."

A Big Judgment.

AUSTIN, TEX., March 9.—In the federal court to-day, Gen George W. Russ et al. obtained judgment against Count Joseph Telfener, of Paris, for $348,900 for the non-fulfillment of a land purchase. Russ & Co., in 1882 under the "fifty per cent act," filed on a large tract of land in El Paso County, which they subsequently sold to Count Telfener at 75 cents an acre. Russ & Co. were to make the surveys and file the field notes in the state land office, and as the patents were issued Count Telfener was to furnish the money. Russ complied with his part of the contract, but Count Telfener failed in his. Count Telfener was the projector of the New York, Texas & Mullen Railroad, and built forty-two miles from Rosenberg Junction to Victoria, but becoming involved, he left Texas three years ago. He is now residing at Rome while his railway has become part of the Southern Pacific system. Count Telfener is a brother-in-law of J. W. Mackay, who was interested with him in his railroad enterprises in Texas.

The Alleged Draught Theft.

LONDON, March 9.—The *Telegraph*, commenting on the discharge of draughtsmen Terry from the Chatham navy yard, says:

"If the charge that Terry's revelations went indirectly to the American legation be true, and it be proved that the government at Washington surreptitiously tried to bribe British officials to turn traitors a violent wave of indignation will sweep over that country. The people of England and of the United States are on friendly terms and there is every desire on our part to maintain these relations. The British dock yard officials are willing to show foreigners the details of the English naval resources, but the nation desires all this to be open and above board. Treacherous trafficking in state secrets, when discovered, will be visited with swift

CENSURE AND PUNISHMENT."

WASHINGTON, March 9.—Relative to the reported dismissal of the foreman in the English naval workshop at Chatham for selling information of the plans of vessels, torpedoes, etc., to this government, it is said at the navy department that so far as this government is concerned, there is absolutely no truth in the charge. In this connection, the fact is, really, that Captain Tichborne published a work about a year ago on British docks and dockyards, which it was said contained information furnished to him in confidence, and not for publication. Subsequently the author explained the facts satisfactorily, but it is possible that the discharge of the foreman just reported is the result of Captain Tichborne's publication.

Terrible Tragedy.

CINCINNATI, March 9.—A special from Louisa, Ky., says: News has been received from a lonely farming community on Cats Fork, in Lawrence County, of a terrible tragedy. Samuel Smith, aged 16, who had some difficulty with a neighbor, Stephen Hammond, yesterday armed himself with a revolver and went over to Hammond's, following him into the house. Hammond then reached for his rifle, but Smith fired and killed him. Hammond's wife and children, a boy and girl, attacked the murderer, but he soon fatally wounded Mrs. Hammond, and as the children attempted to escape he called them with balls. Thinking he had killed the entire family he fled to the mountains and has not yet been caught. Mrs. Hammond will die and the children may not recover. It was hours after the shooting before the neighbors came, attracted by the cries of the boy.

A Bulgarian Excesses.

LONDON, March 9.—The *Journal de St. Petersburg* accuses the "Bulgarian Dictatory" as it calls the regents, of torturing persons who took part in the recent revolution, "and committing atrocities under the name of summary executions." "Their resorting brutality," the *Journal* declares, "will enlighten public opinion as to the real worth of these pretended defenders of their country." "We hope," says the *Journal*, "that these excesses may induce the conviction that there is urgency for the termination of the martyrdom of the unfortunate nation which Russian devotion called into existence and which is too great for European toleration to permit to be surrendered to anarchy. The limits of patience have

BEEN TRANSGRESSED."

[Doubtless the dispatcher meant "transcended."—ED. NEWS.]

BUCHAREST, March 9.—It is stated that Benderff and Grueff should have led the revolt of the troops at Silistria, but fearing to cross the Danube, owing to the flowing ice, sent a fisherman on ahead with enclosed instructions for the commander of the garrison. The fisherman either by accident or design took the papers to the prefect of the town instead of to the commander. The latter hearing that the authorities had wind of the plot, started the revolt prematurely and thus probably prevented its successful accomplishment.

Steamer Ashore

BALTIMORE, March 9.—Agents in this city have received information that the steamship *Rhein*, from Bremen for this port, is ashore on Hog Island. Aid has been sent to her from Norfolk.

NORFOLK, Va., March 9.—The steamer *Goldsboro*, which arrived here this evening from Philadelphia, reports passing at 9:30 o'clock this morning the North German Lloyd's ship *Rhein*, from Bremen for Baltimore, ashore on Hog Island. She was lying from three to four miles from shore, hard aground, her bow on the bar, with her starboard anchor out. Boats were passing between the *Rhein* and the Old Dominion steamer *Richmond*, which was rendering the necessary assistance to the stranded vessel. The wind was light east northeast, but freshening, and the weather was getting thick. The Old Dominion steamer *Wyanoake*, from New York for Norfolk, had not passed in at the Capes at 3:30 this afternoon, and it is supposed that she stopped to assist the *Richmond* in rendering aid to the stranded steamer, which has a large passenger list.

The Septennate.

BERLIN, March 9.—The septennate bill was called up for second reading in the Reichstag to-day. Stauffenberg's amendment proposing that the term of the bill be three years instead of seven was rejected by a vote of 222 to 23. Eighty-eight members abstained from voting. The Polish and Alsatian members were absent. The socialists voted with the minority.

WASHINGTON.

Premature Joy Over the Experiment Station Bill.

THE 8-INCH STEEL RIFLES.

The Withdrawal of Secretary Manning.

NO EXTRA SESSION IS NEEDED.

By Telegraph to the NEWS.]

WASHINGTON, March 9.—The President to-day signed the commission of recorder of deeds James A. Trotter.

The agricultural colleges are flying their flags and the people who are especially interested in them are rejoicing in consequence of the passage of the experiment station bill, but a question has arisen which would appear to indicate that the demonstrations are premature. The fifth section of the bill, the only one relating to the appropriations, says: "The sum of $15,000 is hereby appropriated to each state, to be especially provided for by Congress in appropriations from year to year * * * from the sales of public lands * * * the first payment to be made on the first day of October, 1887." This

SINGULAR PHRASEOLOGY

has been held to be an appropriating clause, but a close inspection of it has given rise to doubts, the weight of official opinion being that no money is appropriated. If this is sustained by the authorities the beginning of the new work will be delayed until Congress acts further.

Vice-Consul Knight reports to the department of state concerning the Transvaal gold fields that the wonderful Sheiba reef has been eclipsed by another reef discovered last summer and known as the Thomas reef, from which samples of quartz weighing 3,000 pounds, it is claimed, yielded 148 ounces of gold. These discoveries naturally gave an impetus to prospecting on a large scale, resulting in the discovery of marvelously extensive and rich

GOLD QUARTZ VEINS.

The vice-consul says that he believes that after making inquiries and the best information obtainable that the Transvaal fields when fully developed, will prove among the richest in the world. The recent discoveries have naturally given rise to no end of speculation and mining ventures, and a great rush of capitalists, miners and adventurers have set in the field. Near Sheiba Reef the city of Barberton has sprung up as if by magic, numbering already 7,000 to 8,000 people, and is rapidly increasing. The report concludes by cautioning persons without means not to venture into the gold country, unless they be thoroughly practical miners, as the conditions existing are very hard and many will be doomed to bitter disappointment.

Officers of the ordnance corps are very much gratified with the performance of the

EIGHT-INCH STEEL RIFLE

now being tested at Sandy Hook. This gun was built at the West Point foundry of English and domestic steel. Thirty test rounds have been fired and trials will be continued during the summer with shot weighing 289 pounds and a charge of American brown powder. The initial velocity of the projectile was 1,876 feet and the energy developed at 1,000 yards equal to 7,000 feet. General Benet says these results have been carefully compared with the records of trials of the new naval gun and the Krupp, English and French guns of the same calibre, and established the fact that the army eight-inch steel rifle is fully equal to the naval gun and better than the guns of corresponding calibre made by foreign manufacturers.

Touching the failure of Congress to pass the

FORTIFICATION APPROPRIATION

bill, Gen. Benet, chief of ordinance, to-day said that the result is to leave the fortifications and ordnance works in worse shape than they were after the adjournment of the last session. At that time there were a few fag ends of appropriations available, but now the ordnance bureau and the engineer corps must come to a full stop so far as concerns the construction of guns and fortifications. The engineer corps, said the General, has about surrendered its military functions and has resolved itself into a body of civilians devoting all its time to river and harbor improvements.

Two twelve-inch rifled cannon of cast iron, strengthened with steel, have been

LYING FOR MONTHS

incomplete in the South Boston shops. Congress having failed to reappropriate a sufficient sum of money out of the amount already authorized to be expended to put them in serviceable condition. There is no expectation among the ordnance officers that Congress will pass the fortification appropriation bill before the closing day of the next Congress, and until the next fifteen months there will not be funds available to pay even the watchmen at the fortifications without garrisons.

Second Comptroller Maynard, in disallowing the claim of J. B. Sheby for additional compensation for services rendered as pension agent at Milwaukee, Wisconsin, from August 1, 1865, to June 30, 1866, lays down the general principle that under the law the maximum limit of compensation to

PENSION AGENTS

is $2,000 per year and that the allowance over that amount provided in the act of June 30, 1884, to wit: $500 to agents disbursing over $50,000 annually, and $250 for each additional $50,000 disbursed apply only to clerk hire, rent and other necessary expenses.

The President to-day directed the removal of James D. Bowie, collector of customs at Parkersburg, Virginia, and John Menshaw, supervising inspector of steam vessels for the third district, which includes the Atlantic Coast from Cape Charles, Virginia, to the extreme end of Florida. The latter has twice been suspended from office and then restored to duty, because of the failure of the Senate to act on the nomination of his successor. In making these removals, the President has taken advantage for the first time of the repeal of the tenure of office act.

MANNING'S RETIREMENT.

Although Secretary Manning's resignation does not take effect until the first proximo, he virtually severed his connection with the department this afternoon.—In accordance with his expressed wish, there was no formal leave-taking, but a very few officials who knew of his contemplated departure, improved the opportunity to call and say "good bye." He was presented with a handsome floral design by the messengers attached to his office. Mr. Manning will leave Washington to-morrow for a short visit to New York and Albany, prior to his departure for Europe. He is suffering from a severe cold, but otherwise his health shows no impairment since his return to duty. Acting Secretary Fairchild is still regarded as his most likely successor.

NO EXTRA SESSION.

Democratic members of Congress and others who have access to the President and means of knowledge on the subject, do not believe that there is any possibility of an extra session of Congress now. The present impression gathered by the *Star* reporter from members of Congress, is that the Fiftieth Congress will be called together in the fall, perhaps in October, in order that some important legislation to be brought before it may be matured early. It is a well-known fact that Congress scarcely ever does any business until after the holiday recess.

In view of the fact that questions of revenue and taxation, fortifications, and others of great public interest, must receive attention at the next session, it is thought that the President will call a session to begin in the fall, and that will run along into the regular session.

O'Neill, chairman of the House

LABOR COMMITTEE

said to-day that he was greatly dissatisfied with the result of the session's work. "As a result of two years of hard work, we have practically accomplished nothing of value in the interest of labor. The two important bills that we were working on, that to prohibit the importation of alien contract labor, and the labor arbitration bill, which got through both houses, have failed of signature of the President. I do not know whether they got to him in time or not, but certainly they are lost."

The treasury department is informed that many trade dollars presented for redemption at New York have been split and filled so skillfully as to almost defy detection.

Brigadier-General Gresly to-day received his commission as chief signal officer to succeed Hazen.

—On Feb. 28th, at Anaconda, Montana, John Storm was found dead in his bed. The coroner's jury found the cause of death to have been heart disease.

Mr. A. F. Ransom, Detroit, Mich., cured a bad cough by using Red Star Cough Cure.

TENTH SCHOOL DISTRICT,

March 7th, 1887.

Plans and Specifications Ready.

THE PLANS AND SPECIFICATIONS of the Tenth District School Building are now ready and can be seen at Mr. Kleeting's Office, over the Deseret National Bank.

Parties desiring to bid upon the same can do so by applying at the above place. Separate bids will be received.

First—Mason work, brick and stone.
Second—Carpenter work.
Third—Plastering.
Fourth—Painting; or all four combined. All bids must be sealed and be delivered at the residence of James T. Strong, No. 849 east, Fourth South Street, Tenth Ward, not later than Monday, March 14th, 1887.

The Trustees reserve the right to reject any and all bids.

WILLIAM TAYLOR,
JAMES T. STRONG,
JOHN KIRKMAN,
Trustees.

d2w

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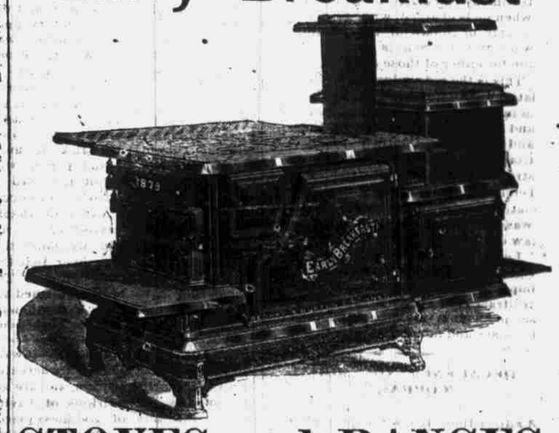

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