

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

WASHINGTON, 8.—Following is the text of the Inter-State commerce bill as it passed the House to-day:

Be it enacted, etc., that it shall be unlawful for any person or persons engaged alone or associated with others in the transportation of property by railroad or by pipe line or lines from one State or Territory to or through one or more other States or Territories of the United States, or to or from any foreign country, directly or indirectly, to charge to or receive from any person or persons any greater or less rate or amount of freight compensations or reward than is by him or them charged to or received from any other person or persons for like and contemporaneous service in carrying, receiving, delivering, storing or handling the same. All charges for such services shall be reasonable, and any person or persons having purchased a ticket for passage from one State to another, or paid the required fare, shall receive the same treatment and be afforded equal facilities and accommodations as are furnished other persons holding a ticket of the same class, without discrimination; but nothing in this act shall be construed to deny to railroads the right to provide separate accommodations for passengers as they may deem best for the public comfort and safety; provided that no discrimination is made on account of race or color, and that the furnishing of separate accommodations with equal facilities and equal comforts at the same charges shall not be considered a discrimination; nor shall any railroad company or its officers, charge to or receive from any person who is to be conveyed from one State or Territory into another any sum exceeding three cents per mile for the distance to be traveled by such person; and all persons engaged as aforesaid shall furnish, without discrimination, the same facilities for the carriage, receiving, delivering, storage and handling of all property of like character carried by him or them, and shall perform with equal expedition the same kind of services connected with the contemporaneous transportation thereof as aforesaid.

Sec. 2. That it shall be unlawful for any person or persons engaged in the transportation of property as aforesaid, directly or indirectly to allow any rebate, drawback or other advantage, in any form, upon shipments made or services rendered as aforesaid by him or them.

Sec. 3. That it shall be unlawful for any person or persons engaged in the carriage, receiving, storage or handling of property, as mentioned in the first section of this act, to enter into any combination, contract or agreement by changes of schedule, carriage in different cars, or by any other means to prevent the carriage of such property from being continuous from the place of shipment to the place of destination, whether carried on one or several railroads; and it shall be unlawful for any person or persons carrying property as aforesaid, to enter into any contract, agreement or combination for pooling freight, or to pool the freights of different or competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion of them.

Sec. 4. That it shall be unlawful for any person or persons engaged in the transportation of property, as provided in the first section of this act, to charge or receive any greater compensation for a similar amount and kind of property or for carrying, receiving, storing, forwarding, or handling the same for a shorter than for a longer distance.

Sec. 5. That all persons engaged in carrying property, as provided in the first section of this act, shall adopt and keep posted up schedules which shall plainly state; First, the different kinds and classes to be carried; second, the different places between which such property shall be carried; third, the rates and prices of carriage between such places, and for all services connected with receiving, delivery, loading, unloading, storing or handling of the same.

Sec. 6. That each and all of the provisions of this act shall apply to all property, and the receiving, delivery, loading, unloading, handling, storing as the carriage of the same on one actually or substantially continuous carriage, or as a part of such continuous carriage, as provided for in the first section of this act, and compensation therefor, whether such property be carried wholly on one railroad or partly on several railroads, or wholly by one pipe line, or partly by several pipe lines, and whether such services are performed or compensation paid or received by or to one person alone or in connection with another, or other persons.

Sec. 7. That each and every act, matter or thing in this act declared to be unlawful is hereby prohibited; and in case any person or persons as defined in this act, engaged as aforesaid, shall do or suffer, or permit to be done, any act, matter or thing in this act prohibited or forbidden, or shall omit to do any act, matter or thing in said act required to be done, or shall be guilty of any violation of the provisions of this act, such person or persons shall forfeit and pay to the person or persons who may sustain damages thereby, a sum equal to three times the amount

of damages so sustained, to be recovered by the person or persons so damaged by suit in any State or United States court of competent jurisdiction where the person or persons causing such damage can be found or may have an agent, office or place of business; and if the court before which any such action is tried shall be of the opinion that the violation of the law was willful, it shall make an allowance by way of additional costs to the party injured sufficient to cover all his counsel and attorney's fees.

Sec. 8. That any director or officer of any corporation or company acting or engaged as aforesaid, or any receiver or trustee, lessee or person acting or engaged as aforesaid, or agent of any such corporation or company, receiver, trustee or person aforesaid, or of one of them alone, or with any other corporation, company or person or party who shall willfully do or cause, or willingly suffer or permit to be done, any act, matter or thing in this act prohibited or forbidden, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter or thing in this act required to be done, or cause or willingly suffer or permit any act, matter or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or aid or abet therein, shall be guilty of a misdemeanor, and, upon conviction thereof, be fined not more than \$1,000.

Section 9.—That nothing in this act shall apply to the carriage, receiving, storage, handling, or forwarding of property wholly within one State and not shipped from or destined to some foreign country or other State or Territory; nor shall it apply to property carried for the United States at lower rates of freight and charges than for the general public; or to the transportation of articles at reduced rates of freight for charitable purposes, or to or from public fairs and exhibitions for exhibition.

Sec. 10.—That the words, "a person or persons," as used in this act, except where otherwise provided, shall be construed and held to mean person or persons, officer or officers of corporations, company or companies, receiver or receivers, trustee or trustees, lessee or lessees, agent or agents, or other person or persons acting or engaged in any of the matters and things mentioned in this act.

WASHINGTON, 8.—A large assemblage, including many ladies, attended the meeting here to-night, under the auspices of the Jackson Democratic Association, to celebrate the anniversary of the battle of New Orleans. Many old mementoes of Gen. Jackson ornamented the platform, including the old clock which hung in the Senate chamber when President Jackson took the oath of office. A number of Congressmen occupied seats upon the stand. Senator Saulsbury of Delaware was the first speaker. He pictured the duties of the Democratic party, to reform the Government, remove dishonest officials and retrench expenditures. While he would not convert Mr. Cleveland into a public butcher, that gentleman who fail to meet the just expectations of the American people if he did not remove from office any man who had dishonestly misused his place. Every man would have used his place for partisan purposes, and to keep out a Democratic Administration, would walk the plank as soon as possible.

Representative E. John Ellis, of Louisiana, congratulated the country that it would soon again be governed by the principles advocated by Jackson.

Senator Bayard traced the administration of President Jackson through the eight years of its existence, eulogizing the principles upon which it was based, the main one of which was that this country was a commonwealth which belonged to all and did not belong to any. It was the Jacksonian theory that the government of the United States found neither co-partner nor rivals for itself among its own citizens. This was not the theory which had built up a protective tariff, which had for its underlying principle the doctrine of class legislation. If men were not firm enough to resist this doctrine; if they were not penetrated by the truth, which one Grover Cleveland [applause] seemed to be penetrated by—that public office was a public trust—they could not comprehend that for which Andrew Jackson struggled.

Speeches were also made by Senator Vance and Representative Henley of California.

Columbus, O., 8.—This has been a great day with the Ohio democracy. Leading men of the party from all parts of the State are here incident to the 8th of January celebration. In accordance with a joint resolution adopted by the General Assembly a reception was tendered Senator-elect Payne in the hall of the House at 2.30 p. m., at which the State officers, members of both branches of the Legislature and visiting guests were present. The addresses of welcome were made by Senator Ely and Representative Berger. Senator Payne acknowledged the compliment with quite a lengthy speech.

Hon. S. J. Tilden sent the following telegram:

Greystone, Yonkers, N.Y.,
January 8th, 1885.

To John M. Thompson:

Regretting that I cannot be personally present at your banquet in honor of the hero of New Orleans, I join the Ohio democracy in commemorating the statesman and soldier who, in the language of Mr. Jefferson, filled the measure of his country's glory.
(Signed) S. J. TILDEN.

Senator Pendleton also sent regrets, with a eulogy of Jackson.

At the evening session addresses were delivered by Judge Allen G. Thurman, Hon. D. L. Thomas, of the civil service commission, Gen. Jas. Denver, Hon. Samuel Carey, Gen. Durbin Ward and others.

At the banquet under the auspices of the Jackson club this evening, about 400 were present. Toasts were responded to by Senator Payne, Governor Hoadley, Judge Thurman, Congressman Converse, Durbin Ward, G. H. Barger, T. E. Powell, Allen O. Myers and others.

WASHINGTON, 8.—In the Swaim court-martial, Judge Shellabarger modified the question recently asked witness McDonald, so as to confine his testimony to what he told General Swaim of Deakers, prior to February, 1883, the date of bringing suit against Bateman. Witness answered that he talked frequently with General Swaim prior to that date about Deakers, and had told him the latter had resigned his position in Bateman's office because Bateman required him to post false quotations of stocks on the bulletin boards. On cross-examination he said he could not recollect who told him of the Deakers matter. It might have been General Swaim, he said, and added that half a dozen persons told him about it, but he could not recollect their names.

Witness Deakers was then called, but before a question was asked him, the Judge Advocate interposed an objection to his testimony on the ground of his incompetency because of his want of religious belief.

After witness had been asked the usual questions, and had said he neither believed nor disbelieved in the existence of a Supreme Being or doctrine of future reward or punishment, the Judge Advocate stated that he (witness) had come into this court and taken the usual oath, and he asked that his testimony be ruled out as incompetent.

Counsel for defense asked for time to consider this new phase, and the court adjourned.

MOUNT STERLING, Ky., 8.—News is received of the lynching of John Stapleton, Sr., a farmer. A few weeks ago Stapleton's son shot and killed Cullen White, for which he was arrested and sent to Mount Sterling to protect him from the mob. The father was arrested on the pretense of being accessory to the murder. Saturday night a mob of thirty men took him from the jail and hung him in front of the court house.

DES MOINES, Iowa, 8.—The following letter from J. S. Clarkson, editor of the *State Register*, and a member of the Republican National Committee, was sent by him to the *Chicago Tribune* to-night:

DES MOINES, Jan. 8.
Editor *Chicago Tribune*.

In reply to your direct inquiry, if I knew personally as to whether or not St. John offered to withdraw as a candidate for President for a money consideration, I can answer now only as to the fact without yet being at liberty to make public the details. To my knowledge, he did have overtures made through a friend from his own State by which he offered, if paid \$25,000 in cash, to withdraw as a candidate altogether, or to stay in the field and "feather" his speeches, as it was put in the Kansas phrase, to the help of the republicans. He was asked, in order to prove the sincerity of his offer, to withdraw from Ohio the last week before the October election in that State. He did this under the plea which he said he would give, of getting a sore throat, and, with the friend I have mentioned, went first to Pittsburg, next to Philadelphia, and finally to New York, where he hoped to meet some one on the part of the Republican National Committee who would be ready to make the deal and pay the cash. On the 29th of October, through his friend, in a letter still in existence, he writes for money alleged to have been earned by him in getting a sore throat in Ohio one week, for the benefit of the republican party. This letter and other facts of detail which will convince any fair-minded person of the real character of St. John, and show to the country what a very thrifty Christian he is, will be given to the press whenever he shall ask and persuade his friend—who was the medium of his overtures—to give his consent to have them made public. I may add that neither the National Committee, nor any one acting for it, ever made an overture or proposition of any kind to St. John. All that it did was to listen to and discuss the overtures and propositions made to it through the medium which he employed to reach it. Several other members of the National Committee and some other gentlemen connected with the Ohio campaign, had frequent conversations with this friend of St. John, and are as conversant with the facts and details of it as myself. They know that St. John's friend was in constant telegraphic and very frequent personal consultation with him, and that the things which were demanded of St. John as to his movements in Ohio were pledged by that friend and carried out by St. John. In many ways ample evidence was thus afforded us, including the exchange of telegraphic correspondence between them and shown to several persons, proving that this friend was acting with St. John and under his authority. One other person is in possession of more written evidence than I have.

(Signed) J. S. CLARKSON.

New York, 8.—The National Committee of the Prohibition party met to-day, with John B. Finch of Nebraska, in the chair. Prof. A. H. Hopkins offered a set of resolutions on behalf of the committee on agitation which were unanimously adopted. Following are the principal points in the resolutions:

Resolved, That this committee and conference congratulate the friends of prohibition on the marked advance of the cause of organized prohibition which the ballot made during the recent campaign, especially as exemplified by a recorded vote of over 94,000 in 34 States. We recommend and urge our friends to still more earnest efforts for the overthrow of legalized liquor traffic, and for upholding the National Prohibition party as an imperative means to that end.

Resolved, That the committee and conference acknowledge their gratitude to Hon. John P. St. John and Wm. Daniels for their able service, rendered without compensation, and their courageous loyalty to the white banner of prohibition; that the gross attacks on St. John's character and life—the work of the opposition party and press—are as inexcusable as manifestly malicious and unjustifiable; that they are thus far without a particle of proof, and, while they are but a witness to the force and efficiency of the truth, they call for universal condemnation and rebuke. Regarding the charges made and widely published by Clarkson, a member of the Republican National Committee, we accept Hon. John P. St. John's positive and repeated denials thereof, and challenge Clarkson forthwith to produce whatever evidence he claims to have. We instruct the executive committee to secure the services of Hon. John P. St. John and other speakers for the current year, to proclaim the principles of prohibition.

CHICAGO, 9.—Miss Louisa Ray, teacher in one of the public schools here for the past three years, resigned last Monday. She has fallen heir to a fortune of \$24,000. Miss Ray's uncle was an original "49er," who after making a good deal of money, settled down in Portland, Oregon. He made a will 11 years ago in which he left his entire fortune of \$200,000 to his sister, Miss Ray's mother. She died six years ago but he never knew it, and after his death, which occurred about two months ago, the property was divided up among six children. The good news came about three weeks ago, and woman-like, the teacher had to tell her scholars about it, and that is how the story came out.

NEW YORK, 11 a.m.—Wheat 1 @ 1 1/4 higher, active and excited.

WALL STREET, 9.—Stocks strong, higher; prices rose 1/4 to 1/2. Union Pacific sold up to 76; St. Paul 76 to 76 1/2.

New York, 9.—Three's 100%, 4's 12%, 4's 21%, Pacific sixes 24, Central Pacific 33%, Burlington 18%, Northern Pacific 16%, preferred 40, Northwestern 88%, York Central 88%, Oregon Navigation 71, Transcontinental 14, Pacific Mail 55%, Panama 98, St. Louis and San Francisco 20, Texas Pacific 13%, Union Pacific 48%, Fargo Ex. 5; Western Union 57.

QUEBEC, 9.—*Le Courier Du Canada*, discussing a recent article of the *London Times* on the Nicaraguan Canal difficulty and the possibility of a rupture between England and the United States, adds: "There is no doubt Canada would become the theatre of operations, and in our case we would have the right to protest and refuse to allow ourselves to be slaughtered like sheep. And yet we are asked to endure all the calamities and all the horrors of war to defend England's interests in Central America. This is really coming it too strong and we hardly think that our loyalty will permit us to enter upon so perilous a path."

WASHINGTON, 9.—The annual report of the Board of Government Directors of the Union Pacific Railway Company was submitted to-day to the Secretary of the Interior. It is understood to have been drawn up by Merriman, of Iowa, secretary of the board, and signed by all the members. The directors criticize with considerable severity the former management of the road, more especially in the "practices and policies of the company pertaining to its controversies with the government; those respecting the conduct of the traffic department and those relating to some features of its financial management." There has been a radical change in the administration, and the new management is credited with making honest efforts to "eradicate the evils heretofore existing." This effort they regard "as promising substantial and felicitous results if the execution of the presently declared plans and policies of the administration are not in some way interfered with or prevented. Stress is laid upon the importance of placing the responsible executive management of the road in the person of the general manager. This has not been the case heretofore, and there has been consequently a conflict of opinion between the directors and the local management. The Government directors, basing their convictions upon a pretty thorough investigation of the conditions and characteristics of the road, feel compelled to express the opinion that the directory has not been familiar with its real requirements and the scope of its interests. In fact, those interests are not readily comprehended. The government directors feel confident the Union Pacific directors, immersed as they have been in their private affairs, have not sufficiently, in a practical manner, acquainted themselves with the interests in their keeping, and the management is at present

employing and applying every device in the way of economy that the most scrupulous care can suggest or ingenuity invent. The immediate and temporary result of this, up to this time, has been very gratifying. The Union Pacific has the reputation of being exceptionally conservative in the matter of granting free passes.

A statement of those issued during the year last past—being only "trip" passes and not including "annuals"—show that the lowest one week's issue was \$13,772, and the highest \$21,452. The computation is upon the basis of regular passenger tariff rates. Measures to correct this are demanded, and gratifying to say, have been inaugurated. It is within the knowledge of the Government directors that the president and general manager recognize the necessity of popularizing the road so far as they may, though the obstacles in the way are numerous. It is the constant fear of adverse legislation on the one hand, and constant determination on the part of the public to have remedial legislation on the other, that tends to render railway securities of uncertain value, the operation of roads of uncertain success and has greatly increased the difficulty to their management. Securities that should have certain and stable values are thus frequently converted into simple mediums of speculation. Examination of stock holders of the Union Pacific developed some very interesting and very important features. There are 608,685 shares of \$100 each. The Boston Stock Ledger, which, in 1875, contained the names of only ninety-five holders, representing 67,121 shares, now containing 6,145 names, representing more than 231,000 shares. In 1875 the average to each shareholder was 706, now it is forty-four; of the ninety-five then, only thirty-three are now on record. It thus appears that about 149 in each 150 of those which hold stock to-day were not holders in 1875: not one in 150 of the present U. P. stockholders were owners of stock in 1875. There are now 7,713 holders of stock. In 1875 there were scarcely as many hundred. At that time the holdings were in large amounts; now 3,550 out of this total of 7,713 persons hold 10 shares or less; 3,449 hold between 10 and 100 shares; 333 between 100 and 250 shares; 165 between 250 and 500, and 156 more than 500 each. These comprise women (mainly in New England, 2,346 holding 58,016 shares); trustees and guardians (327 holding 9,672 shares), and banks (holding as collateral 11,566 shares).

The indebtedness of the company to the government is assuming enormous proportions. Nearly every conceivable question connected with the transportation problem, so-called, is coming to be involved in this issue between the company and the government. Each of these is a serious question, and each addresses itself to careful legislative consideration. During its period of prosperity, the road's bonded and floating debt was increasing. Its earnings were devoted to dividend purposes or to the acquisition of lateral lines or extensions, paying or non-paying, until the maximum of the company's bonded stock and floating indebtedness had reached on June 30, 1884, the enormous sum of \$13,110,020. The assets to meet this were, cash, \$1,192,070; company's stock and bonds, \$2,072,353; sinking fund in the hands of trustee, \$32,000, and bills and accounts receivable, \$2,913,419—making a net debt of \$6,977,000. By the operation of the policies inaugurated by the new administration, this net was reduced up to September 30, 1884, to \$5,137,000. This is a result over which the administration is disposed to congratulate itself. This reduction was the consummation to which the new administration specially and strenuously addressed itself. The Union Pacific hold a majority of the stock and bonds of nearly all its branch lines.

The completion of the Oregon Short Line is noticed, and the belief expressed that it will soon be not only self-sustaining, but a source of revenue to the Union Pacific. The company respectfully repeats that the investment of much of the sinking fund for the government (or creditors) that has been accumulated, is unjust to it. The funds are not so invested as to earn the full measure of its ability if properly invested. It tends, therefore, in no practical degree to relieve the debt of the staggering proportions it will have assumed when the time arrives for its payment if the present policy of prepayment on net earnings and investment of the same in the sinking fund is to be pursued. The successful working of the policy pre-supposes two things, the Government securing the full and entire amount of its proportion of the net earnings, and the investment of that amount so as to accumulate, with reasonable rapidity; but if the Government is to be reimbursed out of the net earnings, the Government directors venture the suggestion that in fact no department of the Government will ever know, for it is practically impossible to definitely arrive at what these earnings really are or may be until some competent commission or Government director is empowered by law to supervise continually and constantly the actual concerns and operations of the company.

The suggestion that seems, from a careful and intelligent survey of the matter, the most feasible is one that settles or would settle most speedily and permanently this whole question, and obviate all difficulties which surround it. It is that, instead of the present requirement, by the government of a certain percentage of the net earnings, a fixed sum be agreed