

TELEGRAPHIC NEWS.

CHICAGO, Jan. 16.—The great storm which swept over the entire country last week, has been followed by a freeze, the like of which has not been experienced since the memorable winter of 1864. Extreme suffering is reported from all directions, especially in Minnesota, Dakota, Montana and Nebraska, where many lives have been lost. In Kansas thousands are suffering for want of food and fuel. The storm, while less severe in the southern states, still found people there unprepared for it, and much suffering has resulted. Dispatches from the Northwest report 125 fatalities already. At Aberdeen, Dakota, Bessie Stanfield, a pretty 10-year-old teacher, left the school to go to a farmer's house thirty yards distant. Her dead body was found nearly a mile from the school house.

FOUR CHILDREN

were frozen to death in a school house at Mellette; the teacher left them to get assistance and her body has not yet been found. Miss Steubler, another teacher, twelve miles northeast of Aberdeen, was out all night in the blizzard. When found she was barely alive, and died shortly afterwards. William Morrell, six miles west, went out of his house Thursday evening to go a few rods to his barn. He became confused and was found two miles away. W. S. Chapin, collector for a threshing machine firm, left Kethville Thursday morning with a lively man, to visit farmers near by. They have not been heard from and are probably dead. O. J. Owens and wife of Wentworth, Dakota, were lost on the prairie Friday night. When found, Mrs. Owens was dead and the man

BADLY FROZEN.

MINNEAPOLIS, Jan. 16.—Mandan, Dakota, special to the Journal says the mail driver was frozen between New Salem and Stanton. The three days blockade on the Northern Pacific was raised this morning. The Journal's revised list of the blizzard fatalities shows 97 dead in Dakota, 12 in Minnesota, 6 in Iowa, 17 in Nebraska and 2 in Montana. Total, 135, besides 35 reported missing.

MILWAUKEE, January 16.—Specials to the Evening Wisconsin from various portions of Wisconsin indicate that last night was the coldest in years. The thermometer at Washburn observatory, Madison, registered 30 below zero. Eau Claire reports 48 below; Richland Center, 55; Sparta, 50 and Chippewa Falls, 60. The only fatality reported in this State thus far was at Ellis Junction, Marinette County, where a lumberman was

FROZEN TO DEATH.

ST. PAUL, January 16.—Scattering reports of loss of life and limb in the great storm last week continue arriving hourly. In addition to the list of 140 dead published today, the following reports have been received tonight: Tyndall, Dakota, says six persons are known to have perished near there. Mrs. Joseph Keft, north of Yankton, Dakota, started a short distance to get a child home from a school house, and got bewildered and she froze near home. The dead body of a man was found at Utica. A man named Bruce deserted his team and wandered some twenty miles, and when found and brought to Yankton, he was badly frozen. A. J. Winters of Lacrosse, and a sewing machine man who left Yankton Thursday morning by team, were found dead between the village of Tyndall and Springfield.

A PIERRE, DAKOTA,

special says: The first train for one week will reach Pierre tonight. It is last Tuesday's train. The road east of Huron is still blocked and no through trains are expected for a week. Cattle on the range must have suffered terribly.

At Miller, Dakota, today, was reported the finding of the body of Alexander Thompson. He left Huron on Thursday morning. The body of Mr. Holtz, a farmer who lived northwest of Miller, has been found. He started for his sick wife and was overtaken by the storm. A lady who went to attend his wife was also badly frozen. A. Horton, who lives north of Miller, has not been seen since the storm.

At Huron, Dakota, the wind has been south all day and is increasing tonight, causing apprehension of

ANOTHER BLIZZARD.

The Northern Pacific has raised the blockade west of Maudon, and now has its entire main line clear.

NEBRASKA CITY, Jan. 16.—It was 23 degrees below zero this morning, but moderated today, and the indications are that the extreme cold spell is over. The body of a little daughter of Christopher Bondin, a farmer living fifteen miles west of here, who has been missing since Friday's blizzard, was found in a ravine about a mile from the house, she having been overtaken by the storm in sight of her house, but lost her way. Henry Goldiz, a farmer, was overtaken by the storm and frozen so badly that he had to have his hands and feet amputated.

ADDITIONAL LIST.

MINNEAPOLIS, Jan. 16.—Additional fatalities from the cold are reported tonight as follows: In Yankton, Dakota, Jacob Schaefer, a farmer, Joseph Koch, Annie Scheidt and sister, and two unknown; Vigie, Plerson brothers, and an unknown man;

Wentworth, Mrs. O. T. Owens; Lennox, four children of Peter W. Winegar; Chamberlain, Annie Anderson; Corning, an unknown woman and child; Ashton, Charles Osman; Lester, Jacob Krutz; Northville, Bessie Stanfield, a teacher; St. Lawrence, A. Goster, William Bouman; Miller, a school teacher and four pupils; Claremont, Miss Stubler, a teacher; Aberdeen, William Morrill, a farm hand; Northville, H. S. Chapin, a collector from Minneapolis. Hamilton County—Palmer, Sarah Dehlan; Castlewood, young Tittleoff; Sioux Falls, Mrs. James Kennedy and son; Faulkton, Joseph Metz, a farmer; Clapp, a boy named May and an unknown woman; Water Town, the stage driver to Webster; Mandan, mail driver between New Salem and Stanton; Parker, four children of Peter Weruga; Miller, Jerry and Sam Bowman; Bristol, Harrison Smootz; Harley, Lizzie Dwyer; Inwood, Iowa, old man Perry. The list of missing includes Everyman Smith of Northville, Dakota; John O'Connor, Elsworth, Minnesota; a teacher of Elmore, Dakota; two young men at Mitchell, Dakota; Mrs. Nega, Messrs. Berryman, Dryse, Nichols and Lawrence, near Huron; a man and four children at Redfield.

MORE CHEERFUL.

ABILENE, Kansas, Jan. 17.—Specials to the Daily Gazette from Brookville, Wallace, Scott City, Salina, Solomon, Enterprise, Concordia, Manhattan, Detroit, Chapman, Junction City, Clay Centre, Hope, Herrington and other towns report little or no suffering from lack of food or fuel. Cattle are reported in good condition. The few cases of suffering among the poor people will be attended to, and they have been relieved either by neighbors or the municipality in which they live. Coal is reported a little scarce in Salina, but no other. Only three families in Abilene are receiving help from the city.

KANSAS CITY, Jan. 16.—Sensational reports were sent from here last night telling of terrible suffering in that state during the blizzard of the last few days.

AUTHORITATIVE DENIALS

of these reports were made tonight by Dr. Morris Mumford, editor of the Kansas City Times.

GALVESTON, Jan. 16.—The Dakota blizzard struck the Gulf of Mexico at this point at 1 o'clock Sunday morning, causing a fall in temperature of 30 degrees in two hours. The blizzard came upon the city with remarkable suddenness and without the slightest warning from the weather bureau in Washington, the bulletin ordering up signals and predicting freezing weather arriving only thirty minutes before the blizzard itself. From 60 degrees at midnight the mercury fell to 29 degrees at daylight and heavy sleet began to fall covering the entire city with ice. By evening every telegraph and telephone wire leading from the mainland into the city were carried down by the heavy

COATING OF ICE

that had formed on them, and the city was entirely cut off from the outside world for 24 hours. The weather here is the severest since January, 1885. The mercury today indicated 20 degrees above zero. The ground is covered with nearly an inch of snow. All street traffic was interrupted during the day owing to the perilous, slippery condition of the thoroughfares.

NEW ORLEANS, Jan. 16.—Freezing weather is reported all over North Louisiana, extending as far south as Baton Rouge. Snow and sleet are reported at Shreveport, Alexandria and other points.

ST. PAUL, Jan. 16.—The Pioneer Press specials tonight give the following storm news: Hugo Sheate, a young German living with Chris Wagner in the northern part of Garry County, was found dead yesterday.

NO TIDINGS

from the Hutchinson lads has been received yet, but search has been kept up whenever it has been possible to go out on the prairie.

ABERDEEN, Dakota, Jan. 16.—It is reported that the man who was found frozen to death four miles west of the city yesterday afternoon proved to be Wm. Morrill, a farmer.

YANKTON, Dakota, Jan. 16.—The following are the additional casualties tonight:

Mrs. T. Burabas, living four miles north of Tyndall, was lost while going to feed her chickens, and froze to death. A 9-year-old son of M. Duff, living west of Tyndall, was caught by the blizzard while going home from school and frozen to death. A Bohemian woman, name unknown, living south of Tabor, has been.

FOUND DEAD.

A Bohemian woman named Mrs. Base, living one mile west of Tabor, was frozen to death. A man belonging to Brown Ranch, twenty miles south of Yankton, in Nebraska, was lost on the prairie, and is probably dead. Mr. Strout, a school-teacher, living four miles west of Tyndall, is lost and probably frozen. Chas. Goddard, aged 16, was lost in the storm and has not been heard from. Two unknown men near Tyndall are missing. The body of an unknown man was seen on the Bonhomme road, twelve miles from the city this afternoon. One man was frozen to death near Armour. Another dead body was found near Springfield.

In most of the school districts of Yankton City, the teachers kept the

children in all night and thus saved many lives. The Red Hurd left here for Bonhomme on Thursday and has not

BEEN HEARD FROM.

FORT WORTH, Tex., Jan. 16.—The storm which began on Saturday is abating, and reports of losses are beginning to be received. A farmer named Williams was frozen to death in Fannin County; a negro boy was found frozen to death in a dry goods box at Cleburn, in Johnson County, and a negro was frozen to death in Cook County.

Communication with the cattle regions has not yet been opened, but the impression is that hundreds of cattle were frozen. The mercury ranged from 30 below to 10 above, Saturday night and Sunday morning.

WASHINGTON, Jan. 16.—The Senate committee on territories will next Monday morning hear the arguments in respect to the proposed annexation of northern Idaho to Washington Territory.

The Treasury Department has decided the disputed questions in regard to the proper classification of cashmeres and other dress goods composed principally of wool and containing a small percentage of cotton, by sustaining the practice adopted at the port of New York. Assistant Secretary Maynard says samples of the goods have been submitted to a severe test, and it has been found that they contain such a small percentage of cotton as to be practically all wool and should be so taxed.

LAMAR CONFIRMED.

The Senate went into executive session at 1 o'clock this afternoon, and three quarters of an hour later took up the nomination of Lamar. Its consideration lasted until 4 o'clock, at which time the nomination was confirmed by a vote of 33 to 23. Senators Kiddleberger, Stanford and Stewart voted with the democrats. All the other republicans voted or were paired against Lamar, and the democrats were in his favor. The discussion was almost entirely confined to the republican side. The principal speakers were Messrs. Edmunds, Evans, Cullom, Sherman, Allison, Hoar, Hawley, Ingalls and Kiddleberger. The last named making two speeches. The line of opposition covered the official and political record of the nominee, as well as his age, business habits and legal qualification. It is understood that no speeches were made by the democrats.

LONDON, Jan. 16.—According to the Mail's advices from Warsaw, Governor General Gourko at the reception given last Friday to the civil and military officials, said: "I trust the year may see us, as in previous years, advancing with the work of perfecting our armaments in order to bring happiness to the Emperor and increased glory to the Fatherland." The governor general's language is variously interpreted, but by most critics a peaceful import is attached to it.

The Czar's rescript to Prince Delgoroukoff, governor of Moscow, in response to his New Year congratulations of the City of Moscow, expresses the firm hope that the year will be attended

WITH PROSPERITY.

The king of Serbia has sent a special envoy to Vienna. The envoy's mission is supposed to be connected with Russia's support of Prince Karageovitch, pretender to the Bulgarian throne. The Austrian government will ignore Karageovitch out of friendship for King Milan, thus placing his candidature beyond discussion.

LONDON, Jan. 16.—A dispatch from Warsaw says a special train arrived there with a large quantity of explosives, half of which will be deposited in the citadel and the other half distributed at various stations on the railway lines leading to Austria and Germany.

NEW YORK, Jan. 17.—No tidings have yet been received of the missing steamer Britannia, bound for this port with 830 Italian steerage passengers.

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

The total coinage of Mexico for the fiscal year ended June 30th last was \$27,433,000, of which \$26,844,000 was silver.

A daughter of the President, Senorita Amanda Diaz, was married yesterday to Senor de la Torre. The ceremony was private. There were many superb wedding gifts. The bride is one of the belles of Mexican society and is very handsome.

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

DUBLIN, Jan. 17.—Ejectment notices have been posted on the Countess of Kingston's estate at Mitchelstown against 120 tenants who adopted the plan of campaign.

ROCHESTER, N. Y., Jan. 17.—A collision occurred this morning on the Erie Railroad between Avoca and Kaona. An engineer was killed and a

fireman seriously injured. Several passengers are reported injured, but precise facts are unobtainable.

MONTREAL, Jan. 17.—A large fire on St. James Street, at 7:30 this morning, is still burning and so far six stores have been gutted.

WASHINGTON, Jan. 17.—There has been much uneasiness manifested in the House this morning over the news of the serious illness of Speaker Carlisle. The House was called to order by the clerk, who announced the fact of the Speaker's indisposition and stated that nominations for Speaker pro tem were in order.

Mr. Mills (Texas) offered a resolution appointing Samuel S. Cox, of New York, Speaker pro tem during the present absence of the Speaker. The resolution was agreed to. Cox called the House to order.

JACKSONVILLE, Fla., Jan. 17.—Health officials and the press are very indignant over statements published about the prevalence of yellow fever, and assert positively that there is not a single case of yellow fever in south Florida.

WASHINGTON, Jan. 17.—The following is the President's message transmitting the Pacific Railroad reports to Congress:

To the Senate and House of Representatives: On the third day of March last an act was passed authorizing the appointment of three commissioners who should investigate the affairs of such railroads as have received aid from the United States government. Among other things contemplated in the investigation was included the history of the construction of these roads, their relations and indebtedness to the government and the question whether, in the interest of the United States, any extension of time for the performance of the obligations of said roads to the government should be granted and if so, said commissioners were directed to submit a scheme for

SUCH EXTENSION.

The commissioners were further directed by this act to report in full to the President on all matters submitted to them and he was by said act required to forward said report to Congress with such recommendations or comments as he should see fit to make in the premises. The commissioners, immediately after their election, entered upon the discharge of their duties and have prosecuted their inquiries with commendable industry, intelligence and thoroughness. A large amount of testimony has been taken and all the facts have been developed which appear to be necessary for the consideration of the questions arising from the condition of these aided railroads and their relations to the government. The commissioners have, however, been unable to agree upon the matter in which these railroads should be treated, respecting their indebtedness to the United States, or to unite upon the best plan adapted to secure

THE PAYMENT

of such indebtedness. This disagreement has resulted in the preparation of two reports, both of which are herewith submitted to Congress. These reports exhibit such transactions and schemes connected with a construction of the aided roads and their management and suggest the invention of such devices on the part of those having them in charge for the apparent purpose of defeating any chance for government reimbursement that any adjustment or plan of settlement should be founded upon the substantial interests of the government rather than any forbearance or generosity deserved by the companies. The wide publication which has already been given to the substance of the commissioner's reports obviates the necessity of detailing in this communication the facts found upon investigation.

THE MAJORITY

report, while condemning the methods adopted by these who formerly had charge of the Union Pacific Railroad, declares that since its present management has been inaugurated in 1884, its affairs have been fairly and prudently conducted and that the present administration "has devoted itself honestly and intelligently to the Herculean task of rescuing the Union Pacific Railroad from the insolvency which seriously threatened it on the inception of its work; that it has devoted itself by rigid economy, by intelligent management and by an application of every dollar of the earning capacity of the system to its improvement and betterment and to place that company on a sound and enduring financial foundation. The condition of the present management of the Union Pacific Company has an important bearing upon the ability to comply with the terms of any settlement of its indebtedness which may be offered by the government. The majority of the commission are in favor of

THE EXTENSION

of the time for the payment of the government indebtedness of these companies, upon certain conditions, but the chairman of the commission, presenting the minority report, recommends, both on principle and policy, the institution of proceedings for the forfeiture of the charters of the corporations and the winding up of their affairs. I have been furnished with a statement or argument in defense of the transactions connected with the condition of the Central Pacific road and its branch lines, from which it may not be amiss to quote, for the purpose of

showing how some of the operations of the directors of such road, strongly condemned by the commissioners, are defended by the directors themselves. After speaking of a contract for the construction of one of these branch lines by a corporation, called a "Contract and Finance Company," owned by

CERTAIN DIRECTORS

of the Central Pacific Railroad this language is used:

"It may be said of this contract as of many others that were let to different construction companies, in which the directors of the Central Pacific have been stockholders, that they built the road with money furnished by themselves and had the road for their outlay. In other words, they paid to the construction company the bonds and stock of the railroad so constructed, and waited until such time as they would develop sufficient business on the road built to induce the public to buy the bonds or stock. If the country through which the road was developed sufficient business, then the project was a success; if it did not, then the operation was a loss. Those gentlemen took all the responsibility, and the loss occurring was necessarily theirs, and of right the profit belonged to them. But it is said that they adopted a well-known rule of equity in dealing with themselves; that they

WERE TRUSTEES,

and that they were representing both sides of the contract. The answer is, that they did not find anybody else to deal with. They would take chances of building a road through what was then an almost uninhabited country, and accept bonds and stock of the road in payment, and when it is said they were trustees, if they did occupy such relation, it was merely technical, for they represented only their own interests on both sides, there being no one else concerned in the transaction. They became incorporators of the company that was to build the road, subscribed for its stock and were the only subscribers. Therefore, it is difficult to see how anyone was wronged by their action. The rule of equity invoked which has its origin in the injunction, 'no man can serve two masters,' certainly did not apply to them, because they were acting in their

OWN INTERESTS

and were not charged with the duty of caring for others' rights, there being no other person interested in the subject matter." In view of this statement of facts developed in the commissioners' report, it seems proper to recall the grants and benefits derived from the general government by both the Union and Central Pacific for the purpose of aiding the construction of their roads. By an act passed in 1862, it was provided that there should be advanced to said companies by the United States, to aid in the construction, bonds of the government and lands from the public domain and that to secure the repayment of the bonds so advanced and the interest on said bonds, they should constitute the first mortgage on the whole line of their roads and on their property of every kind and description; the liberal donations, advances and privileges provided for in this law, were granted by the

GENERAL GOVERNMENT

for the purpose of securing the construction of the road which would complete the connection between the eastern and western coasts, and they were based upon the consideration of public benefit which would accrue to the entire country from such construction. But the projectors of these roads were not content, and the sentiment which then seemed to prevail Congress, had not reached the limit of its generosity. Two years after the passage of this law, it was supplemented and amended in various important particulars in favor of these companies by an act which provided, among other things, that the government's mortgage should become the junior lien and be subordinate to the mortgage which the companies were, by the amendatory act, authorized to execute to

SECURE THE BONDS

which they might, from time to time, issue in sums not exceeding the amount of the United States bonds which should be advanced to them. The immense advantages to the companies of this amendatory act are apparent, and in these days we may well wonder that even the anticipated public importance of the construction of these roads induced what must now appear to be the rather reckless and unguarded appropriation of public funds and public domain. It is almost needless to state that the companies have availed themselves to the utmost extent of the permission given them to issue their bonds and to mortgage their property to secure the payment of the same by an encumbrance having preference to the government's lien and precisely equal to it in amount. When the relation created between the government and these companies by the legislation referred to is considered,

IT IS ASTONISHING

that the claim should be made that the directors of these roads owed no duty except to themselves in their construction; that they need regard no interests but their own and that they were justified in contracting with themselves and making such bargains as resulted in the conveying to their pockets all the assets of the company.