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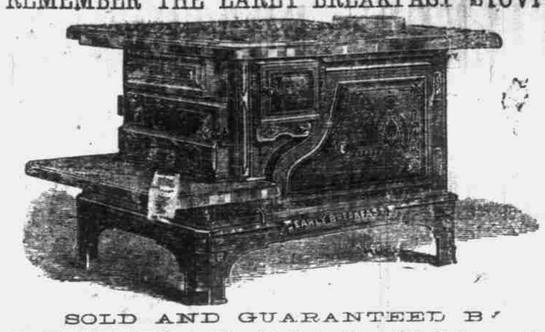

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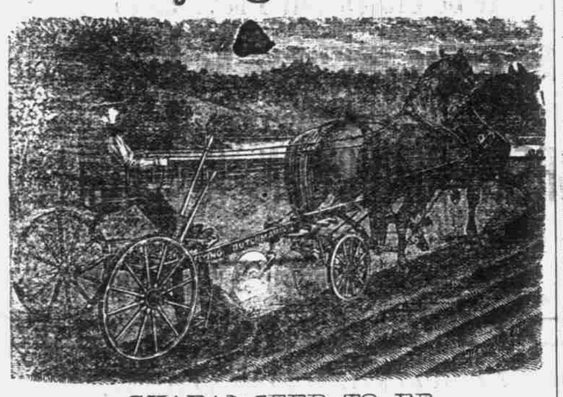

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The Lightest Draught Sulky Plow Made.

Is by far the simplest constructed and easiest handled Plow in the Market.

For Sale by HOWARD SEBREE CO., at Bain Wagon Depot,

SALT LAKE AND OGDEN, UTAH; WEISER, CALDWELL, SHOSHONE MOUNTAIN HOME, IDAHO. ds&w

UTAH CENTRAL RAILROAD

NEW TIME CARD, JAN. 7, 1885.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

Going North.		Going South.	
Atlantic Express at	8.05 a.m.	Milford Express at	3.55 p.m.
Pacific Express at	4.31 p.m.	Juab Express at	7.20 a.m.

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.		From South.	
Pacific Express at	10.45 a.m.	Milford Express at	10.05 a.m.
Atlantic Express at	7.51 p.m.	Juab Express at	6.40 p.m.

Freight Trains leave Salt Lake daily, except Sundays, for North at 8.55 a.m. and 5.30 p.m.; for South at 3.40 a.m. and 1.35 p.m.

FRANCIS COPE, General Freight and Passenger Agt.

JOHN SHARP, General Superintendent.

THE SHORTEST AND Most Direct Route TO THE EAST IS VIA THE ATCHISON, Topeka & Santa Fe

Which Connects in a Union Depot at PUEBLO WITH THE Denver & Rio Grande Rail'y

THIS NEW LINE Is Splendidly Equipped with PULLMAN SLEEPING CARS, Elegant Day Coaches, STEEL RAILS, Best Railroad Eating Houses in the Country, Insuring SPEED! SAFETY! COMFORT! LUXURY!

QUICKEST TIME To the Missouri River.

T. J. FLYNN, General Agent, Salt Lake City, Utah. W. F. WHITE, Gen. Pass. & Ti'k't Ag't Topeka, Kan. S. V. DERRAH, Traveling Agent, SALT LAKE CITY, UTAH.

THE SHORT LINE — OF THE — CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

Is now running its FAST FREIGHT TRAINS daily from Omaha and Council Bluffs, — WITH — PULLMAN'S MAGNIFICENT SLEEPERS — AND THE — FINEST DINING CARS IN THE WORLD

If You are Going East, — TO — CHICAGO, MILWAUKEE, Or to any point beyond; or If You are Going North, — TO — ST. PAUL or MINNEAPOLIS, Take the BEST ROUTE, the Chicago, Milwaukee and St. Paul RAILWAY.

ALEX. MITCHELL, Jr., Agent, P. O. Box 749, Salt Lake City.

S. S. MERRILL, Gen. Manager. A. V. H. CARPENTER, Gen. Pass. Agent. J. T. CLARK, Gen. Supt. GEO. H. HEAFFORD, Ass't Gen. Pass. Agent d 44

AROUND THE WORLD IN TWELVE YEARS.

ONE OF THE CHEAPEST AND MOST interesting books ever offered for sale to the public of Utah. It describes the complete circumnavigation of the world; also the scenery, habits, customs and every-day life of many nations of the earth, and gives a perfect and minute description of some of the most beautiful and grand scenery around the world, via the British Isles, Australia, the Islands of the Pacific and across the Continent of North America in Summer and Winter. Those who desire to purchase this book should send their address by postal card to R. A. N. Harvey, Times Office, Salt Lake City, as soon as possible, as only a few hundred copies will remain after the subscribers have been supplied.

Price—35 and 75 cents. For 75, handsomely bound in cloth.

d w s 2t R. A. N. HARVEY.

TUTT'S PILLS

TORPID BOWELS and DISORDERED LIVER.

From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Eructation of food, Irritability of temper, Low spirits, a feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, highly colored Urine. CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work, and are a perfect ANTIDOTE to MALARIA.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of $1. Sold everywhere. Office, 44 Murray St., N. Y.

J. W. GUNN, M. D., Physician and Surgeon, OFFICE, 107 MAIN STREET, Over Godbe, Pitt's and Co's. Drug Store Salt Lake City. d

Parents BUY Children's Shoes with TRADE A.S.T.Co. MARK BLACK TIPS PROTECTING THE TOES

GEO. C. RISER, PIONEER BOOT AND SHOE MAKER, HAS REMOVED From his Old Stand to No. 66 Market Row, A few doors west of Price & Chve's, where he will be pleased to see his old patrons and the public generally.

WEBER COAL! Home Coal Company, — DEALERS IN — COAL from the Wasatch and Crismon Mines, Coalville, Utah,

Price, Delivered 6.00 per ton " At yard 5.50 "

LEAVE ORDERS WITH HENRY DINWOODEY, Nos. 37 to 41 W. First South Street, SALT LAKE CITY. d

BALL'S HEALTH PRESERVING CORSETS

The ONLY CORSET made that can be returned by its purchaser after three weeks wear, if not found in every respect, and its price refunded by seller. Made in a variety of styles and prices. Sold by first class dealers everywhere. Beware of worthless imitations. None genuine unless it has Ball's name on the box. CHICAGO CORSET CO., Chicago, Ill.

KENNEDY'S EAST INDIA TRADE MARK REGISTERED. A FAMILY TONIC AND BEVERAGE FOR DYSPEPSIA RHEUMATISM & AGUE BITTERS COMPOUNDED WITH MINERAL WATER. BEST REMEDY IN THE WORLD! FOR Rheumatism, Constipation, Biliousness, Lung Diseases, Dyspepsia, Sedentary Diseases, Kidney Complaint, Impure Blood. ILER & CO. PROPRIETORS AND SOLE MANUFACTURERS, OMAHA, NEB. SOLD BY DRUGGISTS, GROCERS AND WINE MERCHANTS.

LUMBER YARD AND PLANING MILL, HALF-A-BLOCK EAST OF DEPOT.

LUMBER,	DOORS,
LATH,	SASH,
SHINGLES,	MOULDINGS,
CEILING,	FRAMES,
FLOORING,	PICKETS,
HARDWARE,	RUSTIC,
SASH WEIGHTS, GLASS, Etc.	

ALL BILLS PROMPTLY FILLED

BUILDERS, Contractors and Manufacturers. TAYLOR, DONNET & ARMSTRONG, Late Latimer, Taylor & Co. P. O. Box 620.

BY ALL ODDS THE BEST EQUIPPED RAILROAD IN THE WORLD

Let it be forever remembered that the CHICAGO & NORTH-WESTERN RAILWAY is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to or from CALIFORNIA AND COLORADO. It also operates the best route and the short line between Chicago and St. Paul and Minneapolis. Milwaukee, LaCrosse, Sparta, Madison, Fort Howard, Green Bay, Wis., Winona, Owatonna, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa, Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the numerous points of superiority enjoyed by the patrons of this road, are its DAY COACHES which are the finest that human art and ingenuity can create; its PALATIAL SLEEPING CARS, which are models of comfort and elegance; its PALACE DRAWING ROOM CARS, which are unsurpassed by any; and its widely celebrated NORTH-WESTERN DINING CARS, the like of which are not run by any other road anywhere. In short, it is asserted that IT IS THE BEST EQUIPPED ROAD IN THE WORLD.

All points of interest North, Northwest and West of Chicago, business centres, summer resorts and noted hunting and fishing grounds are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road and has over four hundred passenger conductors constantly caring for its millions of patrons.

Ask your ticket agents for tickets via this route. AND TAKE NONE OTHER. All leading ticket agents sell them. It costs no more to travel on this route, that gives first class accommodations, than it does to go by the poorly equipped roads.

For maps, descriptive circulars and summer resort papers, or other information not obtainable at your local ticket office, write to the

GEN'L. PASS. AGENT, C. & N.-W. RY, CHICAGO, ILL.

GEO. D. WILLIAMSON, Gen'l Agent, Room 8, Windsor Block, Denver. W. N. BABCOCK, General Western Agent, Omaha, Neb.

WATSON BROS., Stonecutters and Builders, Tombstones, Monuments, Mantels, Iron Mantels, Grates and Hearth Stones. 1278 & 1280 SOUTH TEMLE ST., Opposite Assembly Hall.

THE LIVER AND ITS FUNCTIONS.

IT has become a well established fact that the larger portion of diseases to which the human family is subject arise in the first place from some derangement of the Liver. This organ is not only the largest, but at the same time one of the most important. The venous blood, on its return to the heart, passes through this organ, and in its passage the impurities, as also the secretions which are necessary for digestion as well as for a cathartic to assist in the removal of waste material, &c. are eliminated. From this it is easily seen that the Liver is liable to get out of order to a greater less extent, and when this occurs it is impossible for it to properly fulfil its office of removing all objectionable matter from the blood, but allows it to pass through, carrying with it the poisons of which it should have been relieved. With impure blood the whole system becomes affected, no organ can properly perform its function unless it is supplied with pure BLOOD to maintain its strength. Bilious Liver complaints are all important, and when one has the feeling of being continually tired, worn out, is constipated, with tender eyes, Pimples, Headache, Sick Stomach, Sallow Complexion, Eruptions of Skin, etc. they may be sure their Liver is disordered, and a remedy is required to assist nature in relieving itself of all accumulations, and restore it to its original Strength and Vigor. For all the complaints of this kind DR. R. F. SHERMAN'S PRICKLY ASH BITTERS is the best remedy.

DR. R. F. SHERMAN'S PRICKLY ASH BITTERS. The result of years of study, experience and medical research and practice of Dr. R. F. SHERMAN, its originator, is its success. It never failed in one instance to cure any disease for which it was recommended to be a specific, and that disease of a nature not beyond the reach of medicine. It has never cost one life, but many it has saved from the grave, when all else failed. It is by their prompt action in regulating the Liver, Kidneys, Stomach, and Bowels, in a mild yet effective manner, and it is as pleasant to the taste as honey, and is as comfortable and safe to be taken by children as adults.

PRICKLY ASH BITTERS CURES ALL DISEASES OF THE LIVER, KIDNEYS, STOMACH AND BOWELS. FOR SALE BY ALL DRUGGISTS. PRICE 1 DOLLAR.

"PRICKLY ASH BITTERS is a medicine of rare merit, and not an intoxicating beverage, and being purely vegetable in its composition can be used at all times with benefit to the system. It is not claimed as a Cure-all, but for derangements of the organs for which it is a specific and as a BLOOD PURIFIER ranks above all other preparations. Ask your druggist for it, and give it a fair trial. If he has none on hand, ask him to procure it for you.

PRICKLY ASH BITTERS CO., SOLE PROPRIETORS, ST. LOUIS AND KANSAS CITY, MO.

EVENING NEWS.

Saturday, - January 10, 1885.

BY TELEGRAPH.

VIA WESTERN UNION TELEGRAPH LINE.

XLVIII CONGRESS.

SENATE.

WASHINGTON, 9.—A bill was passed directing the transfer of one vessel of the Greely relief expedition to the Treasury department for a revenue cutter for use in the waters of Alaska, and authorizing the retention of the other two for use in the navy as surveying vessels or otherwise.

In submitting his report, Cameron said the revenue cutter now in Alaska was insufficient for the purposes of the government.

McPherson inquired whether there was any intention on the part of the government to return to the English government the ship presented to us for the purpose of the Greely relief expedition.

Cameron replied that under the law, as it would stand without the passage of this bill, the Secretary of the Navy would be required to sell all ships forming part of the relief expedition.

Jackson, from the committee on pensions, reported favorably without amendment the bill yesterday introduced by Allison, comprising the legislative provisions of the pension appropriation bill recently passed by the House. Jackson said he would call the bill up to-morrow.

A resolution was offered by Wilson, and agreed to, calling on the Secretary of the Interior for a copy of the report of the Government Directors of the Union Pacific railroad for 1884.

Slater called up the Oregon Central land forfeiture bill, which has been in abeyance, subject to Morgan's motion to reconsider.

Dolph reported favorably from the committee on public lands, a bill to amend the revised statutes relating to the entry of coal lands, by reducing the price of such lands from $10 to $5 per acre, where lands are more than 15 miles from any completed railroad, and from $15 to $10, where lands are within 15 miles of a completed railroad. In submitting his report, Dolph said: "All other mineral lands are sold at $5 per acre, and there is no good reason for the difference in price which now exists between coal lands and other mineral lands."

The Senate resumed consideration of the Inter-State bill.

Garland called up the House bill on the same subject, with the view, he said of moving to recommit the Senate bill, with all its proposed amendments together with the House bill, to the committee on railroads for further consideration.

The House bill was read and Mr. Garland addressed the Senate on the subject matter.

Garland said Congress could not divest itself of its legitimate power and hand it over to any commission. The powers lodged in any commission were extraordinary. It not only gave the commission legislative, but judicial power. It seemed to him the courts were competent to deal with the question involved, and if they were not, their jurisdiction could be enlarged. The bill just passed by the House was a better measure than any of the measures proposed in the Senate, and the House bill defined what was wanted, and did not delegate power to Congress or to any other body. Garland wanted to see the object in view accomplished, and felt that he could say that Senators on his side of the chamber would cheerfully aid in bringing the matter to a close at this session. He believed greater progress would now be made by recommitting all the bills and proposed amendments to a committee, who could consider them and report promptly to the Senate.

Cullom said, while willing to concede everything possible to Garland, whom he regarded as one of the most eminent lawyers in the Senate or country, he nevertheless preferred to have the bill discussed in the Senate, last and at its committee.

The motion to recommit was rejected by a vote of 18 to 24.

Culom said when, after discussion, the Senate bill should be perfected, he would move to amend the House bill by substituting the Senate bill for it.

Wilson's amendment, making it unlawful for railroads to discriminate against localities or individuals, was added to the bill.

Vance proposed an amendment making it unlawful for railroads to charge mail shippers higher rates than large shippers.

While the amendment was still pending, the Senate went into executive session, and soon adjourned until Monday.

HOUSE.

WASHINGTON, 9.—By a vote of 67 to 40 the House refused to postpone private business in order to take up the naval bill.

Large numbers of private bills were reported and placed on the calendar.

Curtin, from the committee on foreign affairs, reported a resolution calling for information from the executive relative to the arrest of T. R. Maynahan, an American citizen, by the government of Mexico. Adopted.

Curtin also reported a resolution calling on the President for information relative to the Congo Conference. Adopted.

Also, a resolution calling on the President for copies of all correspondence between this Government and France in regard to the French and American claims commission since the 23d of November, 1881. Adopted.

Also, a resolution calling on the Secretary of State for a detailed statement of the expenditure and amount appropriated for the expenses of the French American Claims Commission. Adopted.

Stevens, from the committee on Indian affairs, reported back the bill for the allotment of lands in severalty to Indians. House calendar.

O'Neill of Pa., presented the resolutions of the Board of Trade of Philadelphia, asking the passage of the bankruptcy bill. Referred.

The House then went into committee of the whole, Cox of N.Y. in the chair, on the private calendar.

When the committee rose, the following bills passed: For the relief of H. Herr, Sarah E. Webster, John M. Dorsey and Wm. T. Shepard, of Nevada; authorizing the Secretary of War to turn over to the Interior Department certain parts of Fort Douglas military reservation, Utah. Recess.

The House at its evening session passed 21 pension bills, and then adjourned until to-morrow.

AMERICAN.

REPORT OF THE UNION PACIFIC RAILWAY.

BLOODY FENIAN AFFRAY IN NEW YORK.

GOV. ST. JOHN'S REPLY TO CLARKSON.

POISONED.

WRECKED ON THE ROCKS, ETC., ETC.

The Union Pacific.

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 felicitious 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 managment 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 nineety-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 1876. 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 3,500 out of this total of 7,713 persons hold 10 shares or less; 3,449 hold between 10 and 100 shares; 363 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, $1,192,079; company's stock and bonds, $2,072,358; 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, $1,763,168, or to $5,131,000. 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 precutage 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 Goverment 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 upon, which the company would be compelled to pay at stated intervals, toward the interest and principal of the debt. The government in fixing such stated sum, can resolve upon a just and intelligent figure with or without consultation with the company, keeping in view the financial condition and abilities of the company, and having due regard to the interest of communities and of commerce that will be affected. The government is now face to face with the proposition, that it shall deal justly with this corporation, as it now finds it, and at the same time justly with the public and commercial interests. The directors recommend the establishment of a national railroad commission.

In conclusion, the directors say the very happy fact that the stock of the company is owned now mainly by investors, instead of speculators, has had great weight with the government directors. It has conclusively determined in their minds the fact that perhaps, above all things that are to be avoided in legislation, is the contingency of such terms being imposed upon the company as to render its stock practically permanently non-dividend paying, thus giving it an uncertain and purely speculative value. The result of this would be to utterly discourage all *bona fide* investors and holders, force the entire volume of stock into Wall street, and finally into the hands of a pure speculator, to whom "control is better than ownership, because cheaper," and affording the means to wreck and prey upon the resources of the corporation. It is difficult to conceive to what unfortunate end the road would come in such an event. If the government would take the securities of the branch lines or require that they be deposited as security in addition to that it now has, and fix upon a stated amount to be paid at stated periods, such as would in time liquidate the debt, but which would not compel the company to impose unjust terms upon its patrons, and would justify the government in prohibiting it from doing so, this controversy might be regarded as virtually settled.

Abolition of the Old Mexican Stamp Law.

CITY OF MEXICO, via Galveston, 9.—The old stamp law, so unpopular and oppressive on commerce has been abolished and a new law established. By it the stamp act on all retail sales of Merchandise, mortgages, bonds, contracts, etc., is ½ per cent; the duty on foreign wines and liquors 10 per cent on sales; native wines and liquors 4 per cent. There is a special tax for tobacco. On playing cards the tax is fifty per cent. Articles destined for exportation are not liable to stamp; nor retail sales of articles necessary for subsistence sold in the public markets or by itinerant venders. Retail dealers are to pay a tax for one year in advance on the estimated value of their sales. In the case of disputes between merchants and the government agent, each shall have ten men to decide the true value of the sales. Severe penalties will be imposed for infraction of the law. The new ordinance removes the abuses of the old and will be a relief to commerce.

St. John's Reply.

CHICAGO, 9.—"I have read the article in this morning's *Tribune*," said ex-Gov. J. P. St. John, who is stopping at the Sherman House, "in which it is said that J. S. Clarkson, editor of the Iowa *State Register* and Iowa member of the National Republican Committee, renews his charge that I sought to obtain money from the republicans, and to make a contract to leave the field and betray the prohibition cause. I defy him and his committee to do their worst. They set out some time ago by saying I had written letters in which I had committed myself to corrupt propositions. No amount of reading has been sufficient to induce them to produce any such letters, and now they have shifted their ground and begin to speak of some one who they say was a secret agent employed by me to conduct corrupt negotiations; but why do they not tell who he is? I am sure I had no such agent, and I do not believe that Mr. Clarkson has any particular man in mind when he speaks of such an agent. It seems to me, that if there is one, their purposes would be best subserved by telling his name and exposing my transactions through him at once. The truth is, that if I had any desire to sell out I would not have had either to apply to the republican committee, or to employ a go-between to do it for me. The whisky power of this country has never been short of money within my recollection, and I never saw the day when a corrupt man on the other side could not get his price without any dickering."

"Where are you from, and which way are you bound?"

"I am just from my home in Kansas, and am on my way to Minnesota, where I am to engage in what republicans call setting back prohibition for twenty years. I expect to spend the next four years at it."

"What figure do you expect Prohibition to cut in the next Presidential election?"

"That will depend very largely on what kind of an administration Cleveland gives us. I think it likely that we will carry several States, and hold the balance of power in the Electoral College, but of course this is all guesswork."

Murderous Fenians in New York.

NEW YORK, 9.—At a late hour this afternoon several men rushed out of No. 12 Chambers street, in which building is located the office of O'Donovan Rossa, and the *United Irishman*. In a few seconds a man covered with blood tottered down stairs to the hallway and sank on the front stoop, while his blood covered the sidewalk in a stream. The most intense excitement at once ensued, and crowds flocked to the scene. Several officers rushed up, and seeing a few men making towards Chambers street and the City Hall, followed them. One of them, a tall man, was captured and brought back to where the dying man was lying.

"Is this the man who stabbed you?" asked the officer.

"Yes, that is the man," said the bleeding man, "but, by heavens, if I'm going to die, I'll die game, and there will be two of us!" With that, and before the bystanders could realize his intention, he drew a revolver and fired two shots in quick succession at the man standing before him. One of the balls took effect in the thigh of his would-be-murderer. This still further increased the excitement, and the neighborhood became wild with all sorts of rumors. The man who was stabbed proved to be Capt. Thomas F. Phelan, of Kansas City, aged 49, and his assailant, whom he says stabbed him, gave his name as Richard Short, 861 Tenth Avenue.

An ambulance was summoned and Phelan was taken to the Chambers Street Hospital, dying. He is stabbed in the neck and breast and other places. There were rumors that he gave away some of the secrets of the Fenian organization.

A printer named Schmidt, who had his composing room on the same floor, next to O'Donovan Rossa's office, said: "I was standing at my work when suddenly I heard a noise in Rossa's office, with the upsetting of a table, followed by loud, angry words and curses. This continued for some seconds, when something heavy was thrown against the wall. A man cried out something which sounded like "help," but I am not sure whether that was the word or not; then the door was banged open, and four men ran down stairs, each trying to push the other out of his way. Blood was trickling down the face of the last man. They were half way down stairs, when the man with the blood trickling down his face got in the lead of the others. I then ran and opened the window of our office, which looks out on Chambers street. Then I saw the man with blood on his face fall on the sidewalk, put his hand to his hip pocket, pull a revolver and fire at one of the three men, which one, I cannot tell, as I did not get a good look at him. I think, however, he must have been shot, because he pulled up his coat, placed his hand to his back and stumbled forward, as if he was going to fall on his face. A policeman standing on the corner caught him by the shoulder, and arrested him. A great crowd of people gathered around the man lying on the sidewalk, and several firemen came running down the street and did something for him in the way of dashing water in his face and giving him whisky."

"Did you see O'Donovan Rossa among the four men?" Mr. Schmidt was asked.

"I can't say that I did."

The police claim to have a letter from Rossa to the wounded man, telling him to come on to New York to his office, that he had important business for him to attend to.

Phelan was asked by Fireman Cottrell if he wanted a minister or priest. "No," he replied; "I don't want anybody. I don't believe in any religion; I am a follower of Rob Ingersoll."

News of the stabbing and shooting spread rapidly, and inquiries were made on all sides as to who Phelan and Short were. Phelan appeared to be known to many men, and was identified with several Irish revolutionary societies.

Rossa was condemned by a number of Irish comptriots for giving publicity in his paper this week to an interview published in the Kansas City *Journal*, purporting to have been had with Phelan, giving a detailed account of the operation of the dyhamiters in England. Threats were made against Rossa's life. It is said his immediate friends had determined to form a body guard to protect him.

Short, it was stated, came to this country with the man who, in the summer of 1882, shot at Jim McDermott in Captain Ryan's bar-room in Chambers street. He is said to be a native of Cork, where he was one of the principal leaders in the movement directed by O'Donovan Rossa.

A long interview in the Kansas City *Journal* was published by Phelan lately. Phelan was one of the originators of "the skirmishing fund," and was at one time suspected of being the famous "No. 1" mentioned by Informer Carey in his evidence. He has been an Irish Nationalist all his life, and been always prominent in Irish revolutionary movements.

Short is said to be one of the Irishmen who was driven to this country by the treachery of Jim McDermott, of Brooklyn, who is now believed to be in the pay of the British government.

Phelan's clothing was cut in several places, under which there was no wound. The four stabs in the back were slight, two just below either shoulder were two inches deep; a seventh was in the right side of the neck; another penetrated the chest, and each arm received a thrust; the right arm was almost severed at the shoulder. The surgeons said the assailant must have been a very powerful man. The patient showed great fortitude during the dressing of his wounds.

Coroner Martin went to the hospital to take the wounded man's ante-mortem statement. Phelan said he would give a true story and proceeded: "On last Sunday week an interview between myself and the editor of the Kansas City *Journal* was published in the *Journal*. The paper is now in my pocket. I afterward received a letter from John T. Kearney, asking me to come to this city. I telegraphed him I would be here January 8th. When I arrived I called on Kearney, and, together, we went to O'Donovan Rossa's office. Rossa was not in. A man named 'Rocky Mountain O'Brien came in while I was there; he shook hands with me in a friendly way and asked how I was. He then left, and a man whose name I think was Barker, came in with a knife in his hand. He immediately approached and struck at me about the chest. I was seated in a chair at the time, and warded off the blow. He made more thrusts and stabbed me several times. I sprang to my feet and ran down stairs; Barker followed me and cut me again and again. On the street Barker was brought before me; I recognized him as the man who stabbed me, and, supposing he would stab me again, I shot him. I first met Barker on my return from Europe in August or September last. It was in Rossa's office. I met him there afterward; Kearney and two others whom I didn't know were present when I was assaulted."

The identity of the two men spoken of could not be established. They, with Kearney, fled when the butchery began.

The overtures of the Duke of Marlborough to his divorced wife for remarriage have been rejected.

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