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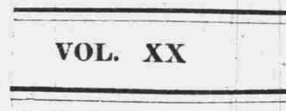

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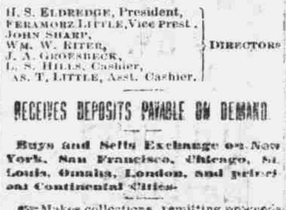

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GENERAL NEWS.

UNION PACIFIC RAILWAY REPORT.

Mysterious Disappearance of Colorado Cotton.

Grand Master Workman Powderly's Secret Circular.

BY TELEGRAPH TO THE NEWS.]

Report of the Government Directors of the Union Pacific.

WASHINGTON, 30.—The report of the Board of Government Directors of the Union Pacific Railway Company has been received at the Interior Department and was to-day made public by Secretary Lamar.

The income and expenditures of the lines forming the Union Pacific system for the nine months ended September 30 last in comparison with the same period in 1885 are tabulated as follows: The income of the entire system, 4,731 miles, for the nine months in 1886 is compared with the same nine months in 1885:

Earnings, for 1886, $19,153,669.
For 1885, $18,272,613.
Expenses and taxes for 1886, $13,009,472.
For 1885, $11,819,467.
Surplus earnings for 1886, $6,145,242.
For 1885, $6,453,206.
Income from investments for 1886, $493,459.
For 1885, 523,054.
Proceeds of miscellaneous land sales for 1886, $9,830.
For 1885, 7,908.
Profits on investments, premiums, etc., for 1886, $715,155.
For 1885, ——
Received from the trustees of the Kansas Pacific consolidated mortgage, $643,220.
Pacific Express Company settlement of old contract, $411,075.
Total income for 1886, $8,118,020.
Total income 1885, $7,060,008.

The total expenditures of the entire system for the nine months in 1886, was $5,429,080.
In 1885, $5,797,854.
Surplus in 1886, $2,688,927.
In 1885, $1,262,171.
Less United States requirements, 1886, $500,000.
For 1885, $786,989.
Balance of surplus for 1886, $2,188,927.
For 1885, $475,182.

In comparison with the first nine months of 1885 the gross earnings show an increase of $881,056, or 4 8 per cent. The passenger earnings show an increase of $281,288, or 6.6 per cent. The freight earnings show an increase of $357,777, or 5 22 per cent. The mail earnings show a decrease of $8,700 or 1.4 per cent. The express earnings show a decrease of $8,663, or 1.9 per cent., and the miscellaneous earnings, a decrease of $40,625, or 12.16 per cent. The operating expenses show an increase of $1,189,026, or 10 per cent. Of this increase $708,610 is the maintenance of way expenses, and $152,890 is in maintenance of car expenses. The increase in the average number of miles of road under operation for the period in question is less than 1 per cent. On an average the road mileage gross earnings per mile rose from $4075 in 1885 to $4220 in 1886, an increase of $155 or 3.8 per cent. The Pacific Coast earnings, which in 1885 represented 8 8 per cent. of the total earnings of the system, fell off in 1886 to a total point where they represented but 7.4 per cent. of its earnings. The earnings of the system from traffic interchanged with its branch line system have been kept for twelve months, and were, in gross, $5,220,938, or about 30 per cent. of the total earnings of the parent company. As this traffic is done at a less average cost than its other business, the net earnings from it is estimated at over $3,000,000, or 50 per cent. of the total net earnings. The branch lines themselves, after paying all fixed charges, which were $493,159 for the nine months of 1886, indicate the vital importance of the branch line system to the main system.

Under the head of proposed legislation the report says it is admitted upon all sides that the existing legislation is insufficient, and has utterly failed in several respects, and adds that legislation has been suggested and is now before Congress which seems well adapted to correct all the defects in the existing laws, and to restore the Government to its true position—that of creditor. Its debt is not yet due, and is too large for its debtor to pay immediately if it were due. Meanwhile, its present security is still insufficient, but the debtor has additional securities which may be pledged, and a solvent business capable of paying the entire interest and part of the principal each year, if he can only be permitted to conduct and manage it in accordance with business principles and with the same freedom enjoyed by its rivals. At present, the debtor is hampered both by the partnership and by the cloud upon its credit caused by the attitude of the Government. Surely, it is to the great advantage of both parties that this state of affairs should cease, and that a permanent adjustment should be made which will give the Government ample security for its debt and pay the interest in full and part of the principal each year, and give to the company freedom of action in the management of its business and a good credit in financial centres. In discussions of this matter in Congress and in the public press there has been but one serious question raised as to the proposed settlement, that is, whether or not the additional security offered by the company is sufficient. As the company withholds nothing, but offers all that it has, and as it shows the financial ability to pay the entire interest and a portion of the principal every six months, it would seem that the position of the Government is bettered and that it will grow stronger from year to year. But apart from this consideration the Board of Government Directors believe confidently that the additional security which the company offers will place the Government beyond the peradventure of loss. This additional security does not comprise simply the stocks and bonds of its branch lines, many of which, standing alone, may possess but little value, but it is an absolute lien upon the entire system of the main line and feeders. It is the value of this system as a whole that is to be considered and not that of fragmentary or dismembered parts. It is the transportation machine with the large and growing market for its products. Should the company default upon a single payment the Government could foreclose and take possession of the entire property, subject only to the prior liens outstanding in the hands of the public. Since the date of our last report, January 30th, 1886, the condition of the road has changed for the better. The property as a whole is of great and increasing value. It should also be borne in mind that in a few years the failing due of six, seven and eight per cent. bonds in very large amounts will afford an opportunity to effect very important savings of interest by the issue of new bonds at much lower rates. Should the government in any event have to assume the ownership of the system, it could easily take up all the outstanding bonds with three per cent. government bonds which would reduce the fixed charges more than one-half. It seems therefore, beyond all reasonable question that the security which the government will have for its debt is abundantly sufficient. The government directors therefore confidently and earnestly recommend the early passage of the bill now before Congress, unanimously reported by the House committee on Pacific Railroads, which provides for a final adjustment of the debt of the Union Pacific Railway Company.

The government directors express confidence in the present managers of the road. In conclusion the report says: "The interests of the road and of the government, respecting the future policy are identical." The report is signed by E. P. Alexander, F. R. Coudert, M. A. Hanna, Franklin Mac Veagh and J. W. Savage.

THE PUBLIC DEBT.

It is estimated at the Treasury Department that the public debt statement to be issued to-morrow, will show a decrease in the debt for the month of November, of a little over $1,000,000. The small amount of the reduction is principally due to the fact that nearly $14,000,000 were paid out during the month for pensions alone. The receipts during the month were about $27,000,000, and the disbursement about $24,6000,000. In November of last year the receipts were about $25,000,000 and the expenditures about $25,000,000. There was an increase of about $4,000,000 in the debt in the month of November, 1885.

A WOODEN COUNTERFEIT.

The officers of the secret service recently seized a *fac simile* painting of a $5 United States note as being in violation of the laws against counterfeiting. The painting was on a wooden block, and was so well done that it looked as though the note was lying on the wood and could easily be removed. The chief of the secret service division thought that the painting should be destroyed. The artist, however, protested against this as unjust. He represented that the painting was a work of art and was worth about $5000. Some of the treasury officers are of the opinion that the artist is right. The question has been referred to the Solicitor of the Treasury. It is understood that a number of these paintings are in existence.

AFRICAN CABLE.

In a dispatch to the Department of State, the United States Consul at St. Paul De Loando, West Africa, says that the inauguration of the West African telegraph cable connecting St. Paul De Loando with Europe, took place on the anniversary of the birthday of the King of Portugal, September 28th, in the presence of the Governor and many other notables. It was also intended in about sixteen days to inaugurate a royal trans-African railway, running from St. Paul to Arubuca.

Cotton Skips.

DENVER, Col., 30.—The *News*, speaking of the reported absconding of Carter Cotton says: Rumors became current upon the streets late last night that F. S. Carter Cotton, manager of the North Poudre Land and Canal Co., also an extensive real estate operator at Fort Collins, had absconded and left creditors to a large amount. The statement of facts as learned from a gentleman of high standing in financial circles in Northern Colorado is that for some weeks past Mr. Carter Cotton's numerous creditors have been becoming uneasy and were suspicious of his movements and transactions. A week ago Thursday a number of them corraled him in his office. After some talk Mr. Carter Cotton made a pretext to go out. He locked his creditors in and has not since been seen in or about Fort Collins. The creditors got out by climbing over the transom. How Carter Cotton got away is not known. The next day he was seen in Denver, and here all traces of him ceased. This same gentleman, in connection with another prominent financier of this city, gave the reporter the following statement in regard to Carter Cotton's financial operations. They said: Mr. Cotton issued bonds on the North Poudre Canal and 10,000 acres of land, to the amount of $150,000. The Travelers' Insurance Company took $50,000 of these bonds and the other $100,000 are held by various New England parties. In addition he has borrowed on the stock of the canal $35,000. He has also negotiated for them upwards of $50,000 on real estate mortgages, many of the interest collections on which he has withheld. He has also secured in the neighborhood of $24,000 on land contracts from Hayden & Dickinson, in this city. In addition he has nearly $90,000 of miscellaneous debts. It is also stated that he has similar advance contracts from an English company, but how much cannot be learned. Altogether his indebtedness has been figured up by Fort Collins bankers at $235,000. The Travelers' Insurance company, Hayden & Dickinson, and the representatives of parties holding claims of $100,000 in the East, claim they are fully secured by first mortgage bonds on the canal and land of the Poudre Company, which is valued at twice the amount, as the canal is one of the finest in the State. The opinion among a few is that Carter Cotton has not absconded, but has gone on a trip to Europe or Mexico, and will return shortly and square up all the claims against him; but it is generally believed in financial circles that he has no intention of returning.

Powderly's Secret Circular.

PHILADELPHIA, 30.—The *Press* tomorrow will publish a secret circular issued by the general officers of the Knights of Labor, in which the following are the principal points of general interest:

The address opens with a reference to the appeal issued for funds to assist victimized and locked out members in the various parts of the country, and to the unsatisfactory response, which left many thousand members who were thrown upon the hands of the Order by the lock-out ill provided for, thereby crippling the power and usefulness of the Order. Powderly then says the Order has reached a most critical period of its history. He refers to the contract which the employes were made to sign, compelling them to leave the Knights of Labor, and says: "Every man who has joined the Knights of Labor has pledged himself to do his duty in the cause of mankind. Oaths bind him to do any act contrary to the duty he owes to God or his country, but something more sacred, even, than the oath, his pledge of honor, binds him to loyally defend the principles of truth, honor, justice and citizenship. Two alternatives presents themselves—unconditional surrender or manly defense. Which should it be?"

In order to alleviate the distress of many Knights thrown out of employment, the address says, the General Executive Board have unanimously resolved to levy an assessment of 25 cents per member from all the local assemblies of the Order. The assessments should be credited to those who responded to the previous call. The assessment will be known as a special defense assessment.

CHICAGO, 30.—About 400 Knights of Labor, representing District Assemblies 24 and 57, met to-night to consider the resolutions concerning the trial and sentence of the condemned Anarchists. The important portion of the resolution is as follows:

"Believing that the late trial was conducted by the prosecution with malice and prejudice, utilizing as it did the informers of the disreputable Dinkertons and the perjured Gilmers, and the bailiff, who declared that he would not summon any one as a juror who, in his opinion, was not in favor of hanging, we, therefore, express the hope that the Supreme Court of the State of Illinois may grant a trial so that the ever-growing conviction among the common people—namely, that the courts of law are only in the interest of the rich—may not find additional proof in this instance."

Mexican Matters.

CITY OF MEXICO, 30.—A treaty of commerce and navigation has been signed by the representatives of France and Mexico at this capital. The treaty is essentially the same as that negotiated some time ago with Germany.

Ex-Minister John W. Foster has been in this city for the past ten days in conference with the President and the Minister of Public Works on behalf of the Mexican Central Railway Company. It is known that he has succeeded in effecting a satisfactory arrangement with the Government whereby work on the branches from the main line to Tampico and Guadalajara will be begun at an early date and pushed forward rapidly to completion. It is expected the capital necessary for the work will be furnished through Boston and English holders of the Central's first mortgage bonds.

Fire.

NEW ORLEANS, 30.—The *Times-Democrat's* Bayou Sara, La., special says: The Red River and Coast Line steamboat *Richard*, was burned at Cocodrie, 40 miles above the mouth of Red River, yesterday. The boat and cargo of 301 bales of cotton was a total loss. The fireman, George Clarke, and the watchman, Chas. Robinson, both colored, were drowned. Dick Hickman, the cook, was dangerously burned.

Mason, Neb., 30.—Mickendroff's general mercantile establishment burned last night. J. J. Hoaglund, Malcom Miller and a son of the proprietor perished in their sleeping rooms.

Cholera in South America.

BUENOS AYRES via Galveston, 30.—In the lunatic Asylum here the cholera cases average ten daily, while among the inhabitants of the city the victims have not exceeded eight any day. At Rosario, the condition is somewhat improved. There were only 28 new cases and 14 deaths yesterday.

In the city of Cordova, the centre of communication between Buenos Ayres and the upper provinces, a procession comprising 15,000 persons passed through the streets yesterday, carrying images of saints and praying for the decline of the epidemic. There were 12 new cases and five deaths in the city yesterday and the population is greatly alarmed.

A Great Southern Canal Projected.

NEW YORK, 30.—The *Post* says: A syndicate is in process of formation to carry out the plans of the Atlantic & Mexican Gulf Canal Company, which received fresh charters this year from the Legislatures of Georgia and Florida, together with grants of valuable lands and water power. Charters were issued to the Governor of Georgia, Drew, of Florida, and his associates, among whom are General Finley, of Florida; Judge H. H. Tompkins, of Georgia, and Colonel Rogers, of the Georgia Central Railway. Alexander Curtis, of Georgia, secretary, is now in this city on business connected with the composition of the syndicate. Curtis to-day gave an account of the company's project to the following effect: The route of the proposed canal has been surveyed by General Quincy A. Gilmore and assistant officers of United States engineers, under a resolution of Congress directing measures to ascertain "the best water line for transportation from the mouth of St. Mary's River, on the Atlantic Coast, through the Okeefenokee swamp, and the State of Florida to the Gulf of Mexico." The importance of the proposed canal as a national work was urged by President Grant in two messages to Congress, in which he declared that, valuable as the opening of this great material water-way would be in time of peace, its existence and custody in time of war would be of absolutely incalculable value to the Nation. The surveys made by Gen. Gilmore extended over two years, and their results caused him to report the canal scheme eminently feasible. As an evidence of the importance of the enterprise to the country at large he stated that no less than 22 States and Territories were vitally interested in the opening of the waterway, the practical results of which would involve for the most part the traffic of the Mississippi Valley and all its tributaries. General Gilmore stated that the products along the 30,000 miles of rivers and waterways already teeming with commerce, could in this way be bourne to safe and commodious harbors, and that only by this route was it possible to avoid the heavy and almost prohibitory taxes on commerce necessitated by the approach to the mouth of the Mississippi through the Gulf of Mexico. "The Canal," in the language of the company's charter, "is to be of such dimensions as shall be deemed suitable and capable of being used by all such boats, steamboats, tugs, barges and other crafts as navigate the Missippi river above New Orleans." Beginning at the mouth of the St. Mary's River, which forms the dividing line between the States of Georgia and Florida, it is to run through Okeefenoke lake, which is to be used as the summit level of the supply, thence to St. Marks on the Gulf of Mexico. Thence it will follow the already existing line of water ways, which extend almost unbroken from that port to New Orleans. The advantages of this route will be the saving to commerce of heavy rates of insurance, made imperative by the dangerous navigation of the Bahamas and the reefs of Florida, and in the coasting service a saving in distance of 1,500 miles. Official statistics go to show that the average tax on commerce through high insurance, etc., over the present route, is about $5,000 yearly. From this it would appear that the deepening of the passes at the mouth of the Mississippi by jetties, however great a local success, does not detract in any way from the importance of this canal, as the special difficulty to be overcome lies in the Bahamas and the Florida reefs.

The Cattle Interests.

DENVER, Col., 30.—The following letter has been addressed to President Cleveland to-day:

OFFICE OF INTERNATIONAL RANGE ASSOCIATION,
Denver, Nov. 30.

To his Excellency Grover Cleveland, President of the United States:

The time has come when that branch of the commercial interests of our country represented by the live stock industry feels that it should no longer plead for, but demand justice. I am empowered by the live stock men of the plains, who have more than six hundred million dollars invested in cattle alone, to respectfully invite the attention of your Excellency to the imminent danger threatening our herds by the existence of contagious bovine diseases which if once introduced to the open ranges of the west will sweep our entire interests from the earth. I feel that I am justified in asking that in your forthcoming message to Congress some suggestions may be made in the interest of legislation looking to the extermination of the contagious cattle disease known as pleuro-pneumonia and for such sanitary regulations as will protect the cattle interests of the United States against the importation of cattle from known diseased centres of other countries. I would further respectfully submit that under the pooling system entered into by the transportation companies of the United States and the iniquitous favoritism of the rebate system, grevious wrongs are perpetrated on the producer of beef, and the consumer, as well. That the same combination which compels millions who toil to pay an exorbitant price for one of the prime necessities of life, compels the producer to accept for his products a price which has pressed the cattle growers to the verge of ruin. The bill now pending before Congress for the regulation of inter-State commerce, known as the "Reagan Bill," is in the interests of justice and equity, and the cattle industry bespeaks for it such attention in your message as may meet your commendation.

Respectfully,
(Signed) R. G. HEAD,
President International Range Association.

DENVER, 30.—The Range Journal Publishing Company, to be published in the interest of the International Range Association, was incorporated to-day. Capital $25,000, paid up. Incorporators: H. H. Metcalf, Secretary, Colorado Cattle Growers' Association; E. L. Marston, St. Louis; J. L. Brush, Greeley, Col.; A. H. Pricer, Pueblo; George W. Thomson, Trinidad; T. T. D. Andrews, Fort Worth, Texas; C. W. Wright, Cheyenne, Wyo.; H. S. Hoby, W. H. H. Cramner and S. H. Standart, Denver. The *Journal* succeeds the *Colorado Live Stock Record*.

OTTAWA, Ont., 30.—Norton Frewen, cattle king, had an interview to-day with officials of the Department of the Interior. He proposes to remove his stock from the United States and bring 40,000 head of cattle into Canada next spring, if satisfactory arrangements regarding grazing territory can be made with the Canadian Government.

FOREIGN.

The German Budget.

BERLIN, 30.—The Reichstag to-day commenced debate on the budget. Herr Jacoby, Secretary of State for the Imperial Treasury, in the course of a long statement concerning the estimates, contended that in view of the opposition to the tax bills recently submitted, the government had no other way to meet the expenditure than by increasing the matricular contributions of the States for bonding the Empire.

Referring to the currency, he said the Treasury had disposed of a quantity of bar silver to the Egyptian government, the Egyptian coin being made in the Berlin mint, and without prejudice to the attitude of the German government on the current question, both silver bars and thaler pieces had been supplied at the request of Egypt.

Herr Rickert (Progressist) attacked the Government for its tendency to swell instead of decrease the outlay. The United States Government, he said, reduced its debt half, and this was a factor to be considered with regard to American competition in the markets of the world. Europe would soon see what the result would be if the debts of its various States continued in such unnatural proportions compared with the debt of the United States.

Minister Von Scholtz, replying on behalf of the government, said that no man who asserted that Germany was unable to afford the money required to ensure her safety stated an untruth.

Herr Von Benda regretted that the government had not brought forward fresh proposals to tax readily taxable articles such as brandy. He felt that Germany would not be backward in making any sacrifices that might be necessary for her security.

BRIEF TELEGRAMS.

The London *Standard* says it is seriously proposed at Sofia to nominate an American as a candidate for the Bulgarian throne.

It is announced in Paris that Russia does not insist upon the selection of Prince Nicholas of Mingrelia as a candidate for the Bulgarian throne.

A Portland, Maine, dispatch says: The directors of the Canal National Bank authorize the statement that Howard Blackstone, the discounting clerk, has embezzled funds of the bank to the amount of $25,000 and has absconded.

A Trenton, N. J., dispatch says: The Republican State Committee Monday offered a reward of $1,000 for the arrest and conviction of those implicated in what they allege to have been ballot box "fixing," in the third assembly district, Camden County.

The Galveston *News'* San Antonio special says: Gen. John R. Baylor to-day brought in some fine specimens of gold-bearing quartz from Nueces Cañon, Uvaldo County, Texas. He claims that prospectors have discovered valuable deposits of gold quartz in that vicinity.

The police statistics on the operation of the anti-Socialist law from May to August show that out of 150 requests to sanction meetings, 124 were refused, and that 10 professed Socialists were expelled from Berlin, making a total of 172 expulsions since the passage of the law in 1878.

German, Italian, French and Swiss delegates will take part in the convention of Socialists and Anarchists to be held at Chaux-de-Fonds, Switzerland, early in December. Prince Kropotkine will preside.

An Indianapolis dispatch says: David Harris is 42 years old and has been married five times. His wife was a widow, Mrs. Jenny Wallace, and the wedding occurred about five months ago. The pair resided with the wife's father, Alfred Jenkins. About four weeks ago Harris began proceedings for divorce, but the action was withdrawn and the former relations resumed. To-night the family sat down to supper. During the meal he suddenly rose from his chair and taking his wife by the hair, which was hanging loose, held her head back, placed a revolver to her forehead and fired, the ball passing through her head. He then turned the weapon to his own head and fired. He also cashed his throat terribly with a knife. Both will die.

Mr. Chas. Joseph, San Francisco, Cal., says St. Jacobs Oil cured his sprained ankle.

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