

ran from Salt Lake and Ogden 466 miles north through Idaho. The Union Pacific bought it in 1875 and it was very profitable for years. When the Northern Pacific was built it was cut in two and has not paid since. This year it will pay running expenses. The road was built on religious principles.

BY MORMONS.

The examination of the roads operated by the Union Pacific being concluded, Adams was examined as to mileage. A branch road doing a small business needed to make a greater profit to each item carried, and for freight pick-up or deliveries at the point where the branch is connected with the main line, it is given a constructive mileage. The main road may carry freight 100 miles, and the branch road 50 miles, and yet the branch may be allowed to construct mileage of two miles for every one of actual carriage. This constructive mileage always worked in favor of the branches pro rata against the main line, and therefore by this rule the branches of the Union Pacific took from the general receipts of that road all that was allowed them and constructive mileage. There had been very few complaints of

DISCRIMINATION

by competitors. Adams had never heard any proposition to abandon the Union Pacific to the government except what had been in the newspapers. There were the Utah-Colorado, the Omaha-Montana and the Transcontinental pool. In the pool the Pacific Mail got \$80,000 a month. Of this the Union Pacific paid from a quarter to a third. Prior to 1886 the road carried 55 per cent of the traffic and got for it nearly 26 per cent. less money. The transcontinental business is becoming a less and less important factor of business of the Union Pacific. In 1885 the rate per mile was 1 1/2 cents, now it is 2/3 of a cent per mile. The money paid out in pool settlements never appeared in the reports. It is paid before the reports are made up, and is simply deducted from the gross earnings.

AFTER RECESS

There was an informal talk between the commissioners and President Adams. The legal expenses of the company were about \$60,000 a year.

Regarding the receipts which the road should include in its calculations, 25 per cent of which goes to the government, Judge Dillon said it had been decided that the proceeds of the land were not governed by the government. The government mortgage was not extended to the land granted road. The land was granted to the company to build a road, and the act provided that the land must be sold in three years. The percentage comes out of the net income of the road. The net income and net earnings are distinct things. The compilation is made for us, and all we have to do is to pay the amount demanded and then see if we can't get back all that we have paid over what we

SHOULD HAVE PAID.

There was some consultation regarding the future proceedings of the commission.

Mr. Adams stated that the law obliged each of the roads after accruing to the Union Pacific to continue a separate organization and thus obliged a complicated system of book keeping. There are forty of those organizations, and Adams supposed he was president of them all. He hoped the report of the commission would provide a plan for relief from the useless and complicated system of accounts.

Adams was obliged to leave for the west and could not be back before May. His examination was interrupted at this point and the commission adjourned till Wednesday next. Who will be put on the stand they did not know.

LOUISVILLE, April 29.—Serious alarm was created throughout the city shortly after twelve noon to-day by reason of the sounding of the "riot alarm" on the fire bells. As it was supposed a riot was in progress, a great crowd rushed toward the jail where the prisoners were. It was afterwards learned, that the alarm was sounded for the assembling of all local troops at their armories.

LOUISA, Ky., April 29.—James H. Marcus was hanged for the murder of his cousin, Fisher Marcus, February 10, 1886. The execution was without special incident.

CITY OF MEXICO, April 29.—The novelty of a bull fight by electric light drew an immense crowd to Colon plaza. Among the spectators were President Diaz and several members of his cabinet. The arena was brilliantly lighted by ten electric lights and the gaudy uniforms of the matadors fairly blazed. The door of the bull pen was thrown open and the first bull made a frantic rush at a picador and in a minute was master of the arena, having killed one horse and gored two others. One matador and picador were laid out, though not killed.

THE FIGHTERS

became very timid and plied the sword from the side, being afraid to face the animal as is usual. Of the five bulls, every one was desperate in the blazing light, and the horses and lighters were rolled over and tossed in a terrible manner. One swordsman attempted to kill the bull as he charged and was caught on the horns and tossed out of the arena almost lifeless. The result of the fight was that four horses were killed and several torn and crippled. Two matadors were nearly killed and

several picadors disabled. The dazzling light seemed to make the animals wild. This was the first time bull fighting had been tried by electric lighting.

SAVANNAH, Ga., April 29.—The British steamship Benhope from Vera Cruz for New York, burned thirty miles off Tybee Island yesterday afternoon. The officers and crew were rescued and brought to Savannah.

ST. PAUL, April 29.—A Winnipeg special to the Pioneer Press says:—A dispatch from Fort McLeod, near the Rocky Mountains, received to-day, confirms the report that Sergeant Spicer and Parry were fired upon by the Blood Indians Wednesday, and adds that yesterday the Bloods fired on the freighters, 40 miles southeast of Littlebridge, and then started for the Blood reserve. Inspector Andrus started this morning with a party to head them off and arrest them. They are believed to be the Indian tribe lately raiding in Montana.

OTTAWA, Ont., April 29.—A lively debate arose in the Canadian House of Commons this afternoon out of the government bill giving two representatives in the senate to the northwest territory. The liberals were a unit in demanding the abolition of the present nominative principle, but were divided on the substitute for it, some advocating a direct election by the people and others wanting an election by the provincial legislature. A curious fact was developed by the debate when Sir John McDonald acknowledged that the territories could be given any number of senators while in the old provinces the union act limits the number. The liberals said in this there were possibilities of future trouble. The debate was then adjourned.

LOUISVILLE, April 30.—Everything is quiet this morning about the jail. The court house square meeting agreed upon by the mob last evening has not materialized, and it is generally believed all danger of mob violence has passed. Turner and Patterson spent a miserable night. They refused to eat and could not sleep in peace. When the prisoners were told that militia and a Gatling gun had appeared, they grew quiet and rested under a feeling of safety. The statement published by one of the morning papers indicating that Patterson was able to prove an alibi is not generally believed. It is contradictory of another story told by Patterson a few days ago.

PROCTOR, April 30.—The bodies of three negroes, brothers, named Sylvester, were found hanging to a tree on the roadside six miles east of here yesterday. Each body bore a placard with "Nigger taleving must be broken up" on it. The farmers in the neighborhood have suffered deprivations at the hands of unknown persons and it seems they finally settled on the Sylvesters as the guilty ones. These negroes lived comparatively comfortably, yet scarcely did any work. No arrests have been made.

PITTSBURG, April 30.—True bills were found to-day against 130 Pannadie employees, arrested on the charge of robbing freight cars. The cases will probably come up for trial some time next week.

STERLE, Dak., April 30.—A passenger train on the Northern Pacific road jumped the track fifteen miles west of here this morning. Report says several persons were badly injured. A relief train has gone to the wreck.

The following is the list of killed and wounded: Killed—W. O. Breed, of Faribault, Minnesota. He was accompanied by his family en route for Washington Territory. He was standing on the platform talking to Charles Stanley, of this city, when the crash came, and in attempting to jump was caught by an overturning coach and crushed to death. Stanley escaped injury by jumping off on the opposite side. Breed's family were uninjured.

The wounded are: C. H. Gray, of Ellsworth Falls, Maine, cut in the arm and head; Miss Gertrude Hill, Bozeman, Montana, badly hurt internally; H. H. Scoble, superintendent Northern Pacific Telegraph lines, legs badly smashed and there are doubts of his recovery; Michael McCarbey, Seventh Cavalry, Fort Yates, seriously cut on the shoulder and collar bone; H. Scott, Seventh Cavalry, Fort Buford, jaw broken; Albert Wolf, Seventh Cavalry, Fort Yates, and John Kelly, Fort Buford, injured internally, but not seriously. Only the dining car and sleeper remained on the track.

SAN FRANCISCO, April 30.—The latest information concerning the Papago trail robbers is that a man named Cook has been found in Tucson who claims to know all the men implicated in the robbery. He states that a short time ago he was asked to conspire with these men to rob a train, but he refused and that the plan then proposed was precisely like that carried out. Cook furnished the officers with the names and the full description of all five desperadoes, and stated they were all in concealment in Tucson. The officers refuse to divulge the names, but say the men are located and cannot possibly escape. Every exit from Tucson is closely guarded. The leader of the robbers is named Swan.

A dispatch was received here this afternoon by Superintendent Elmore, of the Southern Pacific Company, announcing that one of the Papago station train robbers had been captured at Tucson, and had made a full confession. A telegram was immediately sent to Tucson asking for full particulars. Meantime, General Manager Towne, of the Southern Pacific Com-

pany, received word that the reported capture was a mistake.

DENVER, April 30.—The articles of incorporation of the Pueblo State Line Railroad Company were filed with the secretary of state to-day. The line will run from Pueblo easterly to a point on the eastern line of the state between the A. T. & S. F. and the Kansas Pacific roads, where it will connect with the Missouri Pacific, which is now building west from Ness City, Kansas, at the rate of two miles a day.

The directors of the Denver & Rio Grande road arrived this morning from New York in the special hotel car "Cataract." They are here to attend the annual meeting of the board of directors which takes place Monday, and at which the resignation of Jackson will be accepted, and D. H. Moffat formally elected.

THE TICKET WAR.

NEW YORK, April 30.—The Commercial Advertiser says: The refusal to-day of the Pennsylvania Railroad to sell tickets to accredited agents of the Western Railway, is regarded by ticket agent G. G. Lansing, as the beginning of a war for supremacy between the trunk lines and the western companies. Mr. Lansing says the Pennsylvania road's action is practically a boycott and it is one of the results of the meeting of the general passenger agents in this city yesterday. The Pennsylvania, which always takes the initiative step in such matters, will be joined, he thinks, by all the other trunk lines. Lansing characterizes this move on the part of the trunk lines as a most

VIOLENT ATTEMPT

to carry out their bold policy of compelling the western roads to abolish the payment of commissions to agents—a policy the Western roads have steadily resisted. The western roads, he said, will retaliate on Monday by compelling the trunk lines to show cause in court why the trunk lines should not furnish tickets as before. The western roads will also appeal to the inter-state commission, claiming that discrimination is being made contrary to the provisions of the law. The opponents of the trunk lines say this latest movement is an attempt to crush out the weak

WESTERN ROADS.

NEW YORK, April 30.—The Chicago, Burlington & Quincy Railroad to-day notified their associates in the Western Passenger Association that commencing May 5th the Burlington will allow eastern lines to act as its agents under conditions prescribed by them in regard to the payment of commissions. This action by the Burlington is the first complete surrender won by the allied eastern roads from any of the western lines that recently combined to fight the great boycott.

LOS ANGELES, April 30.—A sensation was created here yesterday by the attempt of H. Porter Ashe, the well-known and wealthy turfman, to obtain possession of his two-year-old daughter Alma. Mrs. Ashe had been residing here while her husband lived at San Francisco. Tuesday last Mrs. Ashe, accompanied by her mother, Mrs. E. B. Crocker, the sister-in-law of Charles Crocker, left here to attend Alexander Crocker's wedding at San Francisco, and left the child in charge of Mrs. Bender, a relative of the family. Yesterday R. Porter Ashe arrived here, and while Mrs. Bender had the child out for a walk he seized her and carried her to the St. Elmo Hotel. Mrs. Ashe was informed by telegraph of the occurrence and returned here on a special train this afternoon. A writ of habeas corpus was sworn out, which was set for a hearing this afternoon.

The case was continued till Monday morning, the child being remanded in the meantime to the care of the Sheriff, to be left where the parents can both see her.

GALVESTON, Texas, May 1st.—The News commenting upon the drouth says: The drouth last year and that of the present season are unparalleled in the extreme northwest of Texas and the extreme southwest. There have been rains of late that will prove of incalculable benefit to the cattle districts, but the agricultural districts, pure and simple, except perhaps in a limited area, in northern Texas, are suffering seriously from want of rain. In all that belt of country lying between San Antonio and Austin, from Austin to Waco, from Waco to Bremond and down the Central Railroad to Houston, and in the circumference described by this geographical circle the country stands badly in need of moisture. Oats and small grain within the district specified are almost a

TOTAL FAILURE.

while corn, that should be well advanced and in a vigorous condition, is seriously wilted and in bad condition at the roots. This is the worst feature of the agricultural situation in central and southern Texas. There is still time ahead to make a cotton crop, although at the best the cotton crop is now bound to be late, unless rains come within six or eight days. The corn crop in Texas will be very much of a failure. So serious is this outlook that wholesale houses are withdrawing their men from the road, pending a solution of the rainfall problem.

PITTSBURG, May 1.—This morning when Jennie Oswald, a girl eleven years of age, came from her bedroom into the dining room of her home in Shaler township, near Etanborough, just beyond the limits of the city, she found her father, Chas. Oswald, sitting in a chair with his throat cut and

her younger sister, aged nine, lying on the lounge dead. It was a case of suicide on the part of Oswald and all signs indicate that he murdered his daughter before cutting his own throat. The child had evidently been smothered to death, as a piece of cloth was found stuffed in her mouth. It is supposed that constant brooding over his domestic and financial trouble had turned his brain. Oswald was a blacksmith, 46 years of age.

LONDON, April 1.—During the past week 2,618 emigrants left Queenstown for America. The total for the month of April is 11,854, against 6,656 for April last year.

QUEENSTOWN, April 1.—William O'Brien, editor of United Ireland and Mr. Kilbride, one of the tenants evicted from the Lansdowne estate, sailed hence for New York to-day. In the course of his remarks, Mr. O'Brien said that he carried with him the full approval of the Irish people. He felt that when the liberty-loving Canadians heard the true account of Lord Lansdowne's cruelty to his tenants, they would not tolerate their being governed by such a man.

ROME, May 1.—Advices from Massawa are that General Saletta, the Italian commander there, has proclaimed a land and sea blockade.

PARIS, May 1.—M. Schnaebele has returned to his home. The Temps and many other journals deprecate the idea of the police subscribing to present him with a diamond cross.

LONDON, May 1.—Lord Dufferin, replying to a petition from his tenants for reduction of rents, promises to consider the petition favorably if they experience another bad season.

SAN FRANCISCO, May 1.—Mrs. Herman Lyons was murdered on her ranch near Napa on February 17th, by a farm hand, Pete Olsen, who escaped and for whose capture a large reward is outstanding. Yesterday a report reached here that Olsen was killed near Bakersfield, Cal., while resisting arrest. Investigation to-day showed that the wrong man had been killed; the victim was M. H. Seibert, a farmer who lately settled near Bakersfield.

AMHERSTBURG, Ont., May 2.—The schooner Louis O'Neill, at Coos landing, which left Buffalo on Wednesday with a crew of eight men, is believed to have been sunk in Lake Erie, off Port Stanley, in the furious gale of Thursday night, with the eight men.

LONDON, May 2.—The death is announced of Athanasz Leon Gosselin, the distinguished French jurcon.

ELLSWORTH, Me., May 2.—Every entrance to the city from Bangor is cut off by reason of impassable bridges.

The water has not risen any since ten o'clock this morning, and it is hoped the worst is over. There is a great washout on the railroad at Boggy Brook. No trains or mails have passed since Friday morning. Carriage roads are in the worst condition for years.

PARIS, May 2.—In an interview, Schnaebele persisted that he threw off the German policeman and ran to French territory before he was arrested. He said that the German detectives threatened to shoot him if he resisted. Schnaebele confirmed Gautsch's statement that he (the latter) was also arrested. Schnaebele was kept in absolute ignorance of everything while in prison. He was liberated at 9 p. m., during an exceptionally heavy thunder storm which woke him from sleep. He refused to say anything about the German charges against him, but said that his arrest was illegal. Gautsch accompanied Schnaebele on the train as far as Noviaut, where, after an excited conversation, Gautsch was heard to say, "Upon my oath you wrong me, I am innocent." To this Schnaebele shrugged his shoulders and uttered an expression of rage and contempt, burst into a loud laugh and exclaimed, as Gautsch slipped off, "He takes me for an idiot."

LONDON, May 2.—Advices received here say that the governor of the Sooloo Islands and a force of 900 Europeans and native troops, aided by Spanish ships, attacked several thousand native rebels at Maiburg, and took many prisoners. A large number of guns also fell into the hands of the Spanish. Maiburg was burned after being looted and only the Chinese were spared. There were heavy losses on both sides. The native chiefs have fully submitted.

PITTSBURG, Pa., May 2.—The boilers of the tow boat J. C. Risher burst at an early hour this morning, while the steamer was passing Wood's Run, a few miles below this city. A man named Harris was instantly killed and twenty others fatally injured.

ESTRAY NOTICE.

I HAVE IN MY POSSESSION: One pinto HORSE, about 2 years old; no marks or brands visible. If said animal is not claimed within ten days from date hereof, it will be sold at public auction at South Bountiful estray pound, at 2 o'clock p. m., May 12th, 1887. JOHN JOHNSON, Poundkeeper. South Bountiful, May 2, 1887.

Advertisement for George A. Lowe, Salt Lake and Ogden. The ad features several circular logos: 'HEADQUARTERS FOR FARM AND', 'FLOUR AND SAW MILL MACHINERY', and 'STEAM AND HORSE POWER Machinery'. Text lists various agricultural and industrial equipment: 'MOWERS, Sulky Rakes, COBB BINDERS, HARROW HEADERS, RANDOLPH HEADERS, ACME Harrows, PLANET JR. GARDEN Tools, SCHUTTLE WAGONS, Buggies, ROAD CARTS, SULKY RAKES, Hay Loaders, HORSE HAY FORKS, Hay Carriers, WIRE ROPE, HAWANA Press Drills, STIRRING AND SULKY Plows, SAW MILLS, Steam Engines, LEFFEL WHEELS'. At the bottom, it reads 'FIRST CLASS VEHICLES OF ALL KINDS: Barb Fence Wire, Iron, Steel.'

Advertisement for Gregory's Seed Catalogue. It features a circular logo with '1887 GREGORY'S SEED CATALOGUE 1887'. Text reads: 'What Mr. Beyer says: "Please accept my best thanks for the splendid seeds received from your firm. It would be a rather lengthy list if I should name all, but will say that amongst 35 first, and 3 second premiums awarded me at our fairs in Northern Indiana and Southern Michigan, 23 first premiums were for varieties raised from your seeds. What firm can beat August Beyer, So. Bend, Ind.?"' Below this, it says: 'Seed of this quality I am now ready to sell to every one who tills a farm or plants a garden, sending them FREE my catalogue and Flower Seed Catalogue, for 1887. Old customers need not write for it. I catalogue this season the native wild potato. JAS. J. H. GREGORY, Seed Grower, Marblehead, Mass.'