DESERET EVENING NEWS.

TRUTH AND LIBERTY.

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FORTY-SEVENTH CONGRESS.

SENATE.

WASHINGTON, 20.—Blair presented a large number of petitions for national aid to common schools.

Voorhees presented a resolution of the Indiana Board of Agriculture, favoring the transfer of the Signal Service to the Department of Agriculture, where the subject of climate naturally belongs.

Robbins introduced a bill for the relief of Emma DeLong.

At the close of the morning business, the postoffice appropriation bill was taken up, the pending question being on the amendment changing the date when the reduction of letter postage from three to two cents shall take effect from January 1st, 1884, to the 1st of July next.

Sherman said he would vote against the amendment, not because he disapproved of the proposed reduction, but because he was utterly opposed to this kind of legislation upon appropriation bills.

The debate continued until 1 o'clock, when a vote was taken upon the amendment offered by Edmunds, to strike out as new legislation the provision in the bill for the reduction of letter postage to two cents. The motion to strike out was lost—ayes 15, noes 40.

The section of the bill directing an investigation by the Postmaster General into the railway mail service was amended so as to extend the investigation to questions of advisability of the general fast mail service. The bill was then reported to the Senate, the amendments made in committee agreed to, including that fixing the date of July 1st next when the reduction of letter postage shall take effect, and the bill passed.

The tariff bill was taken up. Morrill, by direction of the finance committee, moved to reduce the duty on unpolished, cylinders, crown and common window glass one eighth of a cent per pound; agreed to.

The duty on bottles was left at 30 per cent. ad valorem. Vance submitted a calculation to show that the duty collected on imported window glass in 1882, was $1,114,000, and that as a result of the tariff about $3,500,000 was added to the price of glass of domestic manufacture. He was at a loss to know what reason could be given for imposing this burden upon the people, unless it were put on the ground of protecting American labor, and the sincerity of those who gave that reason is illustrated by the conduct of the great Indiana glass manufacturer Mr. Depau, who is importing cheap Belgians to take the place of his American workmen. He was also informed that this gentleman had been allowed to import his machinery free of duty.

Harrison said, by reason of previous mention of this matter in the Senate, he had communicated with Depau, who denied the statement made by Vance.

Voorhees was surprised to hear it stated that Depau's machinery had beed imported free of duty. He never heard of it before, and did not believe it true. As to the importation of foreign workmen to supplant Americans, that was also news to him; having some knowledge of the New Albany works and the people employed there, he doubted that statement also. Debate ensued upon the labor question.

Harris offered an amendment, fixing the duty on rough plate glass at the same as in the present tariff; adopted.

Hoar resigning the agency of the Smithsonian Institute, Edmunds was appointed.

HOUSE.

WASHINGTON, 20.—Buckner, of Missouri, introduced a bill amending the act authorizing the construction of a bridge across the Missouri river near St. Charles, Mo., so as to provide that no higher charge shall be made for the transportation of mails and army supplies across the bridge than is made upon the railway lines running thereto; referred.

After the passage of two private bills, the House, in committee of the whole, resumed consideration of the naval appropriation bill.

Calkins objected to the bill in its present shape. During the course of his remarks he said he was tired, as an American, of seeing his country snubbed, laughed at and derided by other nations on account of its weak navy.

Whitthorne regarded the bill as one of the most important ever submitted in regard to the naval service; it proposed a reform, and practical expenditures, for the navy was lamentably defenceless. He concurred in the views of Calkins, that legislation should not have been inserted by the appropriation committee, but the naval committee should attend to these matters. The bill seemed to appropriate $15,000,000, but it really appropriated over $23,000,000, and the next Congress must appropriate the deficiency. He mentioned the appropriation of $450,000 for the completion of one monitor by contract, and to the provision that no contract shall be entered into for the completion of any of those vessels till the terms thereof are approved by a board as being the best for the government, at a total cost not exceeding the amount estimated by the advisory board. He believed the clause is intended to confer authority on the Secretary of the Navy to complete these monitors at a cost not to exceed four or five millions.

Hiscock said it was intended to complete only one, and he would allow an amendment which would make the meaning unmistakable.

Whitthorne said he was satisfied with that.

Desendorf favored placing the navy in a position to command the respect of its enemies.

The committee then rose and general debate was limited to one hour on Monday next. Adjourned.

AMERICAN.

Wired From Washington.

WASHINGTON, 20.—A bill reported from the postoffice committee of the House proposes a most important change in the method of paying for the expedition of the Star routes. It provides that the existing law governing the pay for expedition for fast service between terminal points shall be repealed, and that hereafter when it becomes necessary to increase speed on any route the route shall be readvertised so new bids may be submitted by any person for the changed service.

The Senate finance committee this morning partially revised the sugar schedule of their tariff bill, now pending before the Senate, and decided to offer amendments proposing for the new rates as follows: On Sugar above No. 13 and not above No. 16, Dutch Standard, 2 86-100 per pound; on sugar above No. 16 and not over No. 20, Dutch standard, 3 15-100 cents, and on all sugars above No. 20, Dutch standard, 3 65-100 cents. The schedule will be further considered and these changes are subject to revision.

The President to-day nominated Thomas Dawson, of Colorado, Consul at Baranquilla; John G. Thomas, of Colorado, Register of the Land Office, and Fred L. Leonare, of Colorado, Receiver of Public Moneys at Gunnison, Col.; John P. Hoyt, of Washington Territory, Associate Justice of the Territory of Washington.

A caucus of republican representatives was held in the chamber of the House this afternoon, to decide upon a plan of action regarding the tariff. One hundred and thirty representatives were present, and the proceedings were marked with a unanimity of spirit and action that is seldom known in a party conference.

Speaker Keifer moved the following resolution:

Resolved, That it is the sense of this caucus that the bill reported by the House committee on ways and means shall be taken up at as early a day as possible, not later than Thursday next, and its consideration continued from day to day till concluded, subject only to such interruption as may be absolutely necessary to consider in order and to pass the appropriation bills.

The resolution was adopted unanimously, and the caucus adjourned.

The Crapo story seems to have had its origin in a dispatch received by Senator Randall, of New Bedford, from Lawrence Grinnell, a friend of Crapo, which read as follows:

New Bedford, Jan. 17.

Chas. S. Randall, Hotel Vendome:

Vote for Hoar and get Crapo men to do so. (Signed)

LAWRENCE GRINNELL.

Randall showed it to several Crapo men in joint convention, and it was whispered around and grew into a report that Crapo sent it.

The Catalogue of Crime.

WASHINGTON, 20.—The citizens' committee held a conference with the District Attorney to-day for the purpose of bringing before the grand jury the statement of Miss Ellis, robbed of valuable jewelry, and who was told by detectives if she would furnish a certain amount of money she could recover her property. Miss Ellis' statement implicates the detectives Acton and Coombs, and District Commissioner Morgan, who at the time of the transaction was Chief of Police. The case of the quartermaster who was robbed of $1,700 and recovered it within an hour by paying $100 each to two detectives, has also been laid before the citizens' committee. The quartermaster was so rejoiced upon getting back his money he gave the detectives $100 additional.

Commissioner Morgan characterizes the story of Miss Ellis as malicious.

Utica, 20.—Thursday night Harvey Taylor, of Bickfield Springs, killed his wife and mother-in-law and then hanged himself. The bodies were discovered this afternoon.

New Comberstown, O., 20.—A committee recently appointed to investigate the official acts of the commissioners of this (Tuscarawas) county, creates a sensation. The committee find two of the commissioners, H. B. Kaffer and John B. Benfor, have during the past two years been guilty of not only misappropriating county funds, but have drawn money from the county treasury illegally, and awarded contracts in violation of the statutes. The report of the committee shows a bad condition of affairs.

Chicago, 20.—The Chinese murder trial is concluded. The jury, after being out a number of hours, returned a verdict finding Ling Ah Dive guilty of the murder of Sing Quom, and fixing punishment at life imprisonment in the penitentiary. Ling Ah Yu, tried as accessory, is acquitted.

Denver, 20.—At Leadville last night, near the iron mine, Chas. Peterson, a miner, shot and instantly killed another miner named Thos. Haskins. The men were rivals for the affection of a girl named Sally Gregory, daughter of a boarding boss.

Later in the evening two men named Sullivan and Brennan were discussing the merits of Robt. E. Lee mine. Sullivan said the mine was sold on Jesus Christ; at which Brennan being a strong Catholic, became terribly enraged and drew a knife and stabbed Sullivan in the neck several times; he cannot recover.

Rochester, 20.—Chas E. Upton, late secretary of the defunct City Bank, is indicted by the grand jury for embezzlement and fraud.

The mutual Press Association and American News Exchange of Cincinnati, have been placed on the post office fraud list. Money orders and registered letters will not be delivered to them.

Losses by Fire and Water.

SPOKANE FALLS, W. T., 20.—A fire in F. R. Moore's store last night destroyed it and four adjoining buildings, all devoted to business purposes; losses aggregate $60 000.

St. John, N. B., 20.—The schooner, *S. L. Kearney*, is believed to be lost, with officers and crew; John Leary, master; J. E. Stevens, mate; L. Johnson, second mate; C. Wallace, cook and steward, Samuel Bellvue, S. Peterson, Conrad Traeen and Joseph Ryan, seaman.

New York, 20. A fire in a five story marble building on Barclay street, adjoining the Astor house, to-night gave the impression that it was the hotel building on fire, creating much excitement in the view of the present epidemic of hotel fires. It was quickly extinguised; loss, $10,000.

Chicago, 20.—Further reports from Morehead, Minn., state that the loss by fire of the Key City block in that place on Thursday night reach $110,000; insurance about $50,000.

New York, 20.—The steamer *Cambria*, from Hamburg to New York, was sunk by a collision in the German Ocean.

The officers of the steamer *Cambria* are: Commander, Housen; chief officer, T. Karlows; second officer, T. Smith; third officer, A. Hendom; fourth officer, A Voss; chief engineer, F. Alpen; second engineer, C. Hoopman; third engineer, C. Edlemann; fourth engineer, C. Weidemann; physician, Dr. C. Muller; purser, J. Berwitz; chief steward, C. Brockmuller, New York.

The *Cambria* was a vessel of 3,500 tons, 356 feet long, and was built at Greenock in 1867.

Business Items.

NEW YORK, 20.—Bank statement; Loans decrease, $481,400; specie, increase, $209,900; legal tenders, increase, $691,500, deposits, increase, $389,300; circulation, decrease, $56,500; reserve, increase, $804,075. The banks now hold $8,674,775 above the legal requirement.

Bar silver, 109¾; money, 4; Governments, strong; stocks fairly active, weak; Western Union, 83¾; quicksilver, 8; Pacific Mail, 41⅛; Wells, Fargo & Co., 124; New York Central, 127; Erie, 39⅜; Panama, 167; Denver & Rio Grande, 49⅞; Union Pacific, 102; bonds, 113½; Central Pacific, 102; bonds, 113¼; Sutro, ⅞.

The *World* says: The Mexican Telegraph Co. has declared a dividend of 4 per cent. for the past half year. Its receipts for July, August and September were $26,382; for October, November and December, $57,189. The increase for the last three months is due to some extent to the connection with the Central and South American line, but Mexican business alone for November and December shows an increase of over 30 per cent.

Geo. Browne, who for many years has been an active member of the Stock Exchange, sold his seat recently for $36,000. It was reported that he did not do this voluntarily, but he says that he has illness in his family, and is going abroad to educate his children. These details are given as a sequel to the story from a financial journal, sent in these dispatches.

Providence, 20.—The Supreme Court this afternoon made a decree ordering Chafee, trustee of the A. & W. Sprague estate, to divide the funds in his hands resulting from the sale of trust property, among the holders of trust notes. The amount will make a dividend of about ten per cent., the first in nearly eight years.

Reading, Pa., 20.—Quite a sensation occurred at Fleetwood, in this county this morning. Samuel H. Rottermel, with a force of 25 men tore up a large iron ore wharf 300 feet long, which is being rebuilt in Palborough Square. Jas. T. Dunn, who claims to be owner, subsequently ordered the men away, and upon their refusal, he gathered together a force of men, made a charge and captured the wharf.

Baltimore, 30.—The workingmen in mass meeting to-night expressed sympathy with the members of the Glassblowers' Union on a strike and indicted for conspiracy by the grand jury.

Philadelphia, 20.—The motion of Oliver Ames, receiver of the Credit Mobilier, for leave to make a settlement with Thomas C. Durant, formerly president of the company, was denied in the United States circuit court. Durant held certain lands in Iowa and Nebraska which the company claimed.

Newport, R. I., 20.—Considerable surprise has been manifested here to-day at James R. Keene's mortgaging the whole of his Newport property.

The National Storm.

DALLAS, 20.—A blizzard from the north has spread all over Northern Texas. The mercury has fallen 60 to 70 degrees, reaching zero in some places, and stock, particularly sheep, are suffering greatly. Weather is colder than has been known in that region for a great many years.

The weather all through this section, embracing Missouri, Kansas, Arkansas, and Southern Illinois, has been very cold the past 36 hours, the mercury in some localities falling as low as 15 below zero.

Railroad Wrecks.

SAN FRANCISCO, 20.—Shortly after midnight the overland express on the Southern Pacific, yesterday, stopped near Tehachapi Station to cut out an extra engine taken on at Sumner to assist in pulling up the Tehachapi grade. While making the change the train got away and started back northward down the grade of 120 feet to the mile. The train consisted of two engines, express, mail and baggage cars, two sleepers, one coach, and smoker. It went down the grade at a frightful speed for about four miles, when the hindermost sleeper jumped the track and went over an embankment about 15 feet high, carrying with it the other sleeper, mail, baggage and express cars, which were piled in a shattered heap. They took fire and were consumed. The coach and smoker kept on and were stopped without leaving the track, about two miles further on. All on board of these were uninjured. The scene following the wreck was terrible. A number of persons were jammed amid the ruins of the train and roasted to death before the eyes of those helpless to save them. At present it is impossible to give the loss of life accurately, but it is believed that from 12 to 15 persons were killed or burned to death. The dead, so far as known, are: Mrs. John Cassell, wife of a well known mining man, burned; F. W. Pierson, express messenger; the porter of one of the sleepers, named Wright, taken out alive but died soon after; Lawrence, porter of the other sleeper, burned. It is feared that the wife of ex-Governor Downey is among the dead. At 10:50 a. m. seven bodies had been taken out, some burned beyond recognition. The following are reported injured; Mrs. Capt. J. K. Brown, Miss Ida Brown, Lee Waterhouse and Mrs. A. L. Waterhouse and two children, John Cassel, ex-Governor Downey, a maid of Mrs. Porter Ashe, James Woodhall, F. Dougherty, Mrs. P. C. Hatch and Mrs. P. L. Hatch. It is a remarkable fact that the wounded are almost without exception but slightly injured. Many are missing, supposed to have been buried in the wreck and consumed. A special train has been sent to the scene from Los Angeles with physicians and undertakers. The dead and wounded will be taken to Los Angeles. A wrecking train has arrived from Sumner.

Further advices from Tehachapi gives as the probable cause of the accident that when the train stopped the air brakes were applied, and the hand brakes either left open, or were not strong enough to hold the train. The movement may have been helped by a strong gale blowing.

It is now certain that eighteen passengers and two sleeping car porters were killed, and ten or twelve badly injured. Several bodies have been removed from the wreck; one of them is considered certainly Mrs. Downey. Capt. Waterhouse previously reported injured is not expected to survive. The following were badly burned: Mrs. P. C. Hatch, Mrs. R. L. Hatch, Mrs. Capt. Brown, R. C. Rons, Capt. T. H. Thatcher, Stephen Coffin, J. W. Searles, James Woodall and F. W. Dougherty. The wounded will be placed in the hospital at Los Angeles at the railroad company's expense. The remains of the unidentified dead, if any, will be gathered up and buried at Los Angeles. Superintendent Fillmore says it is not yet known who is to blame, but some one has been careless. The matter will be thoroughly investigated. The train carried from this city one pouch of registered letters for St Louis, Mo., and about 100 small packages of registered letters for various other points. The mail was important and unusually full, containing letters and printed matter for Los Angeles, San Bernardino, and all postoffices south of those points, Arizona, New Mexico, Texas, a portion of Colorado, and the State of Sonora, Mexico. One report is that all the mail and express matter is burned; another that it was saved.

A later dispatch from Tehachapi confirms the death of Mrs. Downey, and says ex-Governor Downey is badly hurt, but will recover.

The train with the dead and wounded will reach Los Angeles late to-night, when further particulars will be obtainable.

Denver, 20.—On Thursday evening, on the Atlantic & Pacific Railway, while making an effort to force a blockade of snow between Coolidge and Fort Wingate, the engine jumped the track; a second engine in the vicinity came to the rescue, but not being able to render the needed assistance, two more engines were telegraphed for from Coolidge. These started for the scene of the accident at full speed, and in the blinding snow nothing was seen in the way, when suddenly a tremendous crash, and the fragments of four sixty-ton engines were piled up on the road bed. Charles Lamin, engineer of No. 6, and his fireman were seriously bruised. Yesterday afternoon the men working at the wreck being exhausted from fatigue and cold, Coolidge was again asked for assistance, when two more engines with a way car loaded with workmen started for the scene of the accident. The snow was so blinding and the wind blew so terrifically that no object could be seen ahead, and the rescuing train sweeping along the track, went crashing into the wreck of the four engines, adding tenfold to the confusion already existing. Both engines and the way car were completely wrecked, but no one seriously hurt. The storm was the worst known for years. Danger lights were completely covered up, and intense cold made it impossible for the signal men to be out.

The Northern Pacific.

CHICAGO, 20.—Geo. W. Cushing, superintendent of the Northern Pacific Railroad in Chicago, yesterday said everything is progressing in the most satisfactory manner. Total length of the main line from St. Paul to Portland, Oregon, 1,850 miles. The various branches make its total extension about 2,600 miles of road, nearly all graded, and only about 300 miles of rails remain to be laid on the main track. About 13,000 men are busy on the road at present, of whom about 8,000 are Chinamen. These latter are employed upon the west coast. The main line runs within sixty miles of Yellowstone Park, and a branch will be run from the road at a point called Livingston into the heart of the Yellowstone region, and to the Park; it will be in operation by next June. It is expected, equipped and open for business by October 1st. Its rolling stock is being largely increased with the very best cars that can be built. There are now being built for this road by the Pullman Palace Car Works at Pullman, fifty first class coaches, thirty-seven second class cars, ten dining cars, and twenty sleeping cars. There are also being built 120 new locomotives in Philadelphia and Portland, Maine.

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$1600. A GOOD SPECULATION. TWO New Adobe Cottages 10th Ward, One and a half blocks from car line. Monthly rental $30.
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$500. NICE BUILDING LOT, 16th Ward, half a block north of Jordan Street.
$2500. A SPLENDID FARM, SIX miles from city, 160 acres, well fenced, good water right, 75 acres in wheat.
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$3000. A NICE HOME 1 1-2 BLOCKS west of Clift House, lot 2 1-2 x11 rods.
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$2.25 White Shirts, Reduced to $2.00.
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Latest Styles and Prices as LOW as the Lowest.
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