# TELEGRAPHIC.

## ARMENIAN REPORT.

The History of the Agitation for Several Years.

NUMBER OF KILLED EXAGGERATED

But That the People Were Subjected to Unspeakable Cruelties Cannot Be Denied.

LONDON, Jan. 29.—Blue books have been issued containing all the official dispatches relative to Armenia between July 24, 1894, and October 16, 1895, and the reports of the consular delegates attached to the Sassoun commission.

The report gives the history of the Armenian agitation for several years, and records the obstacles thrown in the way of the commission by the Turkish delegates. It also acquits the Armenians of the charge brought against them of burning their own property to incite an outbreak among their people, adding that the facts [illegible] failed to prove that the Armenians were in revolt, but show that the [illegible] Murad instigated several Armenian outrages on Kurds. The latter then retaliated, and the Armenians fled to their villages.

The conflicts between the Armenians and Kurds followed, and the government did nothing to arrive at a peaceful settlement or to protect women and children.

The report shows that the number of killed has been grossly exaggerated, but the report admits that owing to the absence of registration, it is impossible even approximately to fix the number of victims. There is, however, appended to the report a tabulated list of evidence tendered the committee. [illegible] villages mentioned show a total of [illegible] victims. These villages were all burned and the inhabitants scattered.

The British delegate, Shipley, in a memorandum attached to the joint report, from the evidence gathered by Consul Hampson during his tour, estimates the total number of victims in the Sassoun district, including deaths from starvation, at about 900. One of the worst cases of cold-blooded cruelty, Delegate Shipley says, was the murder of prisoners in the camp at Ghelieguzan, under a promise of safe conduct. But the number of these so murdered was only forty or fifty, and not hundreds, as has been stated.

Delegate Shipley, while he admits that there were violations of women, asserts that the alleged wholesale butchery of women was not confirmed. He points out that while an agitation subversive of the Ottoman authority has existed among the Armenians in Turkey and abroad, which has exasperated the Turkish government, it must be admitted that the government had failed in its authority of affording protection to all classes of its subjects. He complains of the suppression of evidence before the commission of Turkish officials as not calculated to advance the interests of the truth.

The report of the consular delegate records that the protest made by the delegates against the intimidation of witnesses and the suppression of evidence by government agents and their attempts to remedy this state of things were always fruitless, so that the elucidation of the truth was very difficult. Especially on the question of the violation of women did the commission display the greatest repugnance at discovering the truth. Only four female witnesses were heard. The commission refused to hear more.

Mr. Shipley further declares that the Armenians were hunted like wild beasts, and if the slaughter was not greater, it was solely owing to the vastness of the mountain ranges, which facilitates the escape of the Armenians. He was convinced that the Turks aimed at the complete extermination of the Armenians in the Ghelieguzan and Talori districts. He says that the story of the torture of the priest at Ghelieguzan seems to have some foundation, but the alleged flaying of an Armenian by Tewfik is extremely doubtful.

Without desiring to appear partial to the Armenians, Mr. Shipley emphasizes the fact that they were exposed to the rapacity of government officials and to the exactions of the Kurds, who would have burned their houses and stolen their cattle unless they paid their demands.

Consul Hampson also attaches a report of the inadequacy of and the obstacles to the distribution of relief.

Among the official dispatches is one from C. M. Hallward, the British vice consul at Van, written in November, 1894, which describes a horrible butchery by the Kurds of Sassoun, when men were burned alive, a Ghelieguzan priest was tossed on bayonets, and sixty girls were driven to the church and the soldiers then ordered to dispose of them as they liked and then to massacre them. Mr. Shipley doubts this story.

### THE STANFORD CASE.

Arguments Commenced Before the United States Supreme Court.

WASHINGTON, Jan. 29.—Argument was begun in the Supreme court today in the case of the United States vs Mrs. Jane L. Stanford, widow and executrix of the last will of the late Leland Stanford, to recover from the Stanford estate Stanford's proportion of alleged individual liability for the bonds of the Central Pacific Railroad company. Over $15,000,000 is involved. The suit comes to the Supreme court on appeal from the decision of the Circuit Court of Appeals for the ninth circuit. Argument for the government was begun by Assistant Attorney-General Dickinson, who spoke about two hours.

Mr. Dickinson prefaced his remarks with the statement of the conditions under which the Central and Union Pacific roads were built, and then took up the railroad charters and quoted precedents at length. These were interspersed with reasoning to show that the stockholders were personally liable for the railroad company's bonds. He contended that there was no popular demand for the building of railroads [illegible] the sentiment at the time the [illegible] of 1862 became a law, and asserted [illegible] whatever clamor was raised for [illegible] lines was the result of the efforts [illegible] their incorporators, of whom Mr. Stanford was one. They, he said, [illegible] the bill and engineered the movement throughout Congress. He said the government's interests in these railroads constituted a debt for which the stockholders were individually liable under the terms of the contract. Nothing could be taken against the United States by intendment, but where there was silence that silence must be construed for the government. He dwelt upon the fact that the government grant was made and the money advanced upon the condition that the debt was to be paid upon maturity and these conditions could not be construed as otherwise than binding upon all the parties to the contract.

Mr. Choate followed in Mrs. Stanford's behalf.

Mr. Choate's argument was largely technical, possessing very little of the character of a personal appeal. He contended that the successive acts of Congress relating to the Central Pacific and Union Pacific roads should be read together, and said that, being so read, they demonstrate that Congress intended them to cover the entire relations of the government to all of the companies with respect to subsidy bonds, without reference to the laws of the states through which the roads passed, to which they were superior; that the roads were national institutions, military highways and mail routes; that the functions and liabilities of all the Pacific roads were the same, and that it was not intended to impose a burden upon the stockholders in one company which was not imposed upon the stockholders in the entire company; and that as to both companies the government looked to the companies alone for the performance of all that the acts imposed. These acts did not contemplate the personal liability of the stockholders of either road but on the contrary did intend that there should be no personal liability of the stockholders for the bonds. He demonstrated that no such liability was imposed upon the Union Pacific stockholders, and contended that it was the purpose of the United States to place all the subsidized roads on an equal footing. Hence the Central Pacific stockholders should be relieved of all personal liability, notwithstanding any laws of the state of California to the contrary.

The argument will be concluded tomorrow.

### Cleveland on an Expedition.

WASHINGTON, Jan. 29.—President Cleveland, accompanied by another person whose identity has not been ascertained left the city at midnight tonight on the lighthouse tender Maple, which was lying off the Seventh street wharf. The Maple's destination is believed to be Quantico, about thirty-two miles down the river, and it is said that she will return to the city tomorrow.

### As Gen. Miles Sees It.

WASHINGTON, Jan. 29.—Major General Nelson A. Miles, commanding the army, before the committee on coast defenses today made a statement of the condition of the coast defenses on both the Atlantic and Pacific coasts and the Gulf of Mexico. He stated that the guns now mounted at Savannah, Charleston and other ports are smooth-bores of obsolete pattern and useless, and are mounted on rotten carriages.

The only places where provision has been made for any considerable defense are New York, San Francisco and Boston, and defenses at these places are entirely inadequate and insufficient. He said that our cities are open to attack by any country having a large navy, and that it would take years to create the necessary armament.

### Women Want to See the Fight.

EL PASO, Tex., Jan. 28.—Today 600 carnival tickets were sold to parties in San Francisco and Los Angeles.

W. K. Wheelock, speaking to a correspondent about the demand for the admission of women to see the fight, said: "Applications from men who want to take their wives to see the carnival are growing more numerous every day and I guess we will have to yield to admit the ladies. There is no reason why they should not be admitted."

### Killed by an Officer.

WHITING, Ind., Jan. 28.—George Banyaji was shot and killed at East Chicago by Officer Winters while he was making his escape from Justice Chaney's court, where he was having a hearing for participating in a riot at a Polish wedding the night before. Officer Winters said he fired the fatal shot to frighten the fugitive.

As a result of the killing of their countryman the Slavs are in a wild state of excitement and they threaten all sorts of things. Winters, immediately after giving bonds, secreted himself and has kept in hiding, fearing that the angry Slavs would take revenge on him.

### Destitution in Newfoundland.

ST. JOHNS, N. F., Jan. 29.—The abject misery of the people cannot be expressed. Hundreds are starving and without fuel, while severe snowstorms are raging. The authorities appear to be powerless to offer relief. The unemployed are quiet, but it is feared that they will not remain passive much longer. A petition for work is being numerously signed. It is reported that the government is preparing a scheme which will provide employment within the next week.

### Railroads and the G. A. R.

CHICAGO, Jan. 28.—A meeting of the Western Passenger association was held today for the purpose of considering the requests for an extension of time on the tickets for the G. A. R. encampment at St. Paul, and rates below those already granted for the meeting of the Knights of Pythias at Minneapolis. Both requests were denied.

The Great Western road, which was the first to guarantee a rate for the Grand Army of one cent per mile, was strongly in favor of making the tickets with a twenty-day limit instead of thirty days, as asked by the Grand Army.

The other roads were against it, and it is likely that the Great Western after going through the preliminary called for the association agreement, will give a time limit of at least twenty days on all tickets sold over its line. The other roads will not, however, meet this rate, certainly not for some months, and the officers of the G. A. R. say that they cannot depend upon one road.

The refusal of the roads to grant the extension was on account of the demoralization which they claim would result to their business if they issued tickets with so extended a return limit.

CHICAGO, Jan. 28.—Commander-in-Chief Walker, after he had been informed that the Western Passenger association would not grant the desired extension, said: "That simply lets St. Paul out of it. That is all there is to that. The entire matter will now be reopened and another city selected for the encampment."

When informed that the other roads of the Joint Traffic association had declared that they would not grant terms more favorable than those already made by the Western lines, Commander Walker replied: "Then there will be no G. A. R. encampment this year. We must have thirty day tickets or we will not have any encampment."

### THURSTON'S RECALL.

Statement of Gresham's Private Secretary.

CHICAGO, Jan. 28.—"Lorrain Thurston begged Secretary Gresham not to forward his letter of recall to Honolulu," said K. M. Landis, who was the private secretary of the dead secretary of state, "and offered if the letter was not sent to immediately return to Hawaii and tender his resignation as minister to this country."

Mr. Landis returned to Chicago today. He had read the charges of Mr. Thurston against Gresham and President Cleveland. As the private secretary and confidant of Gresham, during the last years of his life, he said:

"Long prior to the recall of Thurston it was known that he was maintaining in the Hawaiian delegation at Washington a press bureau. This was known to the members of the diplomatic corps and to the best posted men on Newspaper Row. The object of this bureau was to secure the publication of matter abusive of the administration and those Americans who opposed the annexation of Hawaii.

"An original draft of an item coming from Mr. Thurston was secured and submitted to Mr. Gresham. He delayed some days in considering it, but finally Mr. Thurston was called to the state department and the original shown to him.

"Thurston said that he had been indiscreet, had not meant to say what he did, and regretted that the matter had taken that turn. He left the office apologizing for the matter and promising that it should not occur again.

"As a matter of fact, it was learned afterward by the state department that this attack on the administration, which Thurston permitted newspaper correspondents to copy in his office, came, on the statement of Thurston, not from himself, but from the minister of foreign affairs of Hawaii, Hatch. As I understood it, Hatch himself prepared the matter and it was forwarded to Thurston for dissemination."

"I regret the whole discussion, from the one point of view that Secretary Gresham is dead. I cannot speak for the White House. But from all I can understand and learn, Mr. Thurston occupied the unpleasant position of being in bad odor in his own country."

### DISSATISFIED WITH TERRELL.

Sachtleben Has a Grievance Against Our Minister to Turkey.

ST. LOUIS, Jan. 28.—A special to the Republic from Alton, Ill., says: W. L. Sachtleben, the American cyclist, sent to Asia Minor to search for Frank G. Lenz, the missing Pittsburg wheelman, has written another letter to his father in this city. The young American is still at Erzeroum and takes occasion in his letter to strongly condemn Mr. Terrell, the United States minister at Constantinople, for his refusal to assist in the capture and prosecution of the murderers of Lenz.

Mr. Sachtleben expresses a hope of being home before a great while. His attempts to bring the murderers of Lenz to justice promise nothing but failure and great personal danger, and he will leave Erzeroum if an opportunity to do so safely presents itself.

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We tell the truth about NO-TO-BAC, for if it fails to cure, you get your money back. Just try a single box. It will work wonders; make you happy in more ways than one. No excuse because of lack of faith, for you can buy under your own

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In self-defense. It is their most vigorous form of protest against the abuse of Split Nails that are driven into their feet to hold on their shoes. Blacksmiths often use such nails in ignorance of the danger that is liable to follow.

This is what happens: The soft nail [illegible] the clinching, the other goes into the tender foot. Such nails are the result of the Cold-Rolled and

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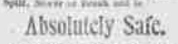

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Leave Salt Lake City

No. 2—For Provo, Grand Junction and all points East ... 8:05 a. m.
No. 4—For Provo, Grand Junction and all points East ... 7:40 p. m.
No. 6—For Bingham, Lehi, Provo and intermediate points ... 5:30 p. m.
No. 8—For Eureka, Payson, Heber and all intermediate points ... 5:30 p. m.
No. 8—For Eureka, Payson, Provo and all intermediate points ... 5:30 p. m.
No. 3—For Ogden and the West ... [illegible]
No. 1—For Ogden and the West ... [illegible]

Arrive Salt Lake City

No. 1—From Provo, Grand Junction and the East ... [illegible]
No. 3—From Provo, Grand Junction and the East ... [illegible]
No. 5—From Provo, Bingham, Eureka, Manti and all intermediate points ... [illegible]
No. 6—From Ogden and intermediate points ... [illegible]
No. 7—From Eureka and Payson ... [illegible]
No. 2—From Ogden and the West ... [illegible]
No. 4—From Ogden and the West ... [illegible]

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| Leave S. L. | Ar. Farmington | Lv. Farmington | Arrive S. L. |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |

Daily except Sunday.

Sunday only—

Lv S. L. 11:45 a. m. Arr. F'm'n [illegible]
Lv. F'm'n [illegible] Arr. S. L. [illegible]

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From Helena, Butte, Portland, San Francisco and Ogden ... 9:55 a m
From San Francisco, Cache Valley, Ogden and intermediate points ... 7:25 p m
From Chicago, Omaha, St. Louis, Kansas City, Denver and Ogden ... 3:30 a m
(From Frisco, Milford, Sanpete Valley, Nephi, Provo, Mercur and Eureka ... 3:55 p m
*From Tooele, Terminus and Garfield Beach ... 4:30 p m

DEPART

For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and Park City ... 6:50 a m
For San Francisco, Ogden, Cache Valley and intermediate points ... 8:05 a m
For Ogden and intermediate points ... 4:05 p m
For Chicago, Omaha, Denver, Kansas City, St. Louis, Butte, Portland and San Francisco ... 7:00 p m
(For Eureka, Mercur, Provo, Nephi, Sanpete Valley, Milford and Frisco ... 7:45 a m
*For Garfield Beach, Tooele and Terminus ... 7:45 a m

(Trains south of Juab run daily except Sunday.

* Run daily except Sunday.

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Train No. 4 leaves Ogden [illegible] p.m., Salt Lake [illegible] p.m., arrive at Pueblo [illegible] p.m., Colorado Springs [illegible] p.m., Denver [illegible] p.m.

Connections made at Pueblo, Colorado Springs and Denver with all lines east. Elegant day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.

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