

GENERAL NEWS.

By Telegraph to the News.

New York, April 28.—In the Union Pacific investigation, President Charles Francis Adams continued his testimony, saying that he had heard who made the bargain which transferred Governor Evans' road (the Denver & South Pass) to the Union Pacific, but didn't know who it was. There was strong competition for the possession of the road, and Gould of the Union Pacific, Adams thought, succeeded in closing the purchase inflated in Colorado. At this time stock in the road was turned over at an extravagant price, as it turned out soon after, Colorado practically collapsing. Evans' road was built to satisfy the famous mining boom and carried men and tools to the spot where holes had been dug in the ground and called mines. "When the boom collapsed, as every one knows it did," said Adams, "the road collapsed. It has

LOST MONEY EVERY YEAR

since. I ought to say in justice to the men who purchased, that before the bargain had been completed, they were offered by General Palmer, \$150,000 for their bargain. I state this on the word of Mr. Ames. The net loss in operating the road last year was \$60,000. The ups and downs in Colorado are such that I do not think the future of this branch is hopeless if they struck a good mine or a new mining country. There is no chance of agricultural advancement in that region." Adams said whatever price was paid for the road there was charged to investment account \$33,000,000,000.

The Nevada Central branch was then taken up. This road is ninety miles long and was built on the expectation of the development of Nevada. It was acquired by the Union Pacific in 1881 or 1882, and about the first thing Adams did as president, was to throw this branch overboard, as he could see no future for it. Phelps, Stokes & Co. of this city furnished the capital to build that road, and when it was bought by the Union Pacific its cost price was charged to expense account. "I was at a loss to know why we had the road, and I made inquiries about it of S. H. H. Clark, general manager of the Union Pacific. When I closed it up it was in debt to the Union Pacific \$650,000. It never paid more than expenses." Adams had carefully investigated the matter and could not find that any of the money of the

NEVADA CENTRAL

had gone to anyone connected with the Union Pacific. Gould had a grand scheme of developing an active railway system west of Omaha, St. Joe and Kansas City, by which deliveries were to be made to roads running to Chicago and St. Louis. A part of this scheme was to purchase the Kansas Central, which ran along the northern part of Kansas. The Central branch was subsidized, but there were many branches feeding it which were not subsidized. His scheme contemplated the tapping of Texas and New Mexico and the whole West. Afterwards Gould got interested in other matters and disposed of this scheme. The Central branch is leased to the Missouri Pacific, the inducement to the Missouri Pacific being the connection. The traffic of the road is very profitable, as it is in an agricultural country. The parties interested in the sale to us were in no wise interested in the Union Pacific road.

Adams said the stock of the Central Pacific, Union Pacific and Kansas Pacific were consolidated and taken up by the bonds of the Consolidated Union Pacific Railway Company in 1880, and under a provisional charter later on, \$10,000,000 was issued. There were never any other issues. The road has always paid cash for everything, and there never had been a construction company. Everything had been done honestly.

Mr. Adams also found the Council Bluffs

STREET RAILWAY

about a mile long, among the properties which the road became possessed of in the former regime. "I think this road bought this street railway because it facilitated getting up into the town, and I believe we can make it a salable piece of property."

The Denver & Marshal Railway, another branch, runs from Denver thirty miles to the coal regions. Thirty-five per cent. was paid for that branch.

The Leavenworth & Topeka, running between the Union Pacific and the Atchison, Topeka & Santa Fe, was purchased jointly by these two roads. It had \$500,000 worth of stock, not far from fifty-five miles in length. It was bought to connect with the Topeka, and it barely pays. Adams thought this road was no longer valuable to the Union Pacific, and he had thought that presently affairs would shape themselves so that this road and the Atchison road could divide their several joint properties, and perhaps this branch owned by one of them could be made to pay.

In the afternoon Mr. Adams corrected the statement saying that this road came into possession of the Leadville branch on the foreclosure of the mortgage.

The Utah & Nevada, a railroad running from Salt Lake to Tintic, was bought by the Union Pacific in 1882. It is a small road but pays dividends.

THE UTAH CENTRAL

road was the next acquisition. The interest of the Union Pacific is a con-

trolling interest. They do not own the road. It was a good paying property till the Denver & Rio Grande was built, since which it has not paid. The income fell to \$100,000 in 1885.

The inquiry passed to what Adams calls the operated roads. The Colorado Central is a local road. It is a good paying property. Adams stated that the Georgetown, Breckenridge & Colorado Railway is famous as the loop line engineering curiosity. Originally it ran up the mountains into the mines. Now there are fourteen miles of missing link. Thousands of tourists visit it. Its annual business is only \$7,000. It is valuable to the company because it may represent \$100,000 worth of traffic over the main line.

The Echo & Park City Railway connects the Union Pacific with the Ontario silver mine. It is an unusually valuable property to the road.

The Greeley, Salt Lake & Pacific road runs from Greeley 54 miles to the quarries of the Union Pacific and is practically a stone road merely. It was acquired in 1882 and is a valuable road.

The Montana Railroad Company runs from the Utah & Northern to the Anaconda Smelting works. It does a big business.

The Union Pacific has 1,500 miles of narrow gauge, but it is the policy of that company to substitute standard gauge as rapidly as possible. Adams could not tell the first cost of construction of the Union Pacific. He did not know anything of the affairs of the road till 1880. He held there must be a time when he must take the road and accept it as an accomplished fact, and that period was fixed at 1880. He had rather avoided it prior to that time. The road was built in the

MOST EXTRAVAGANT MANNER POSSIBLE

The branch system of the Union Pacific had been elaborated at an enormous expense, and every dollar of that money might just as well have been paid into the pockets of the stockholders in dividends. The branches of the road were not all paying, so it would seem that while they made deficits, it was a fact that they fed the main line with business on which large profits were made. Adams had calculated that the Union Pacific was receiving about \$5,000,000 from its branch system. The company had gone into outside enterprises not always successful. The Occidental Steamship Company was paying. It was introduced by the Central Pacific and was joined by the Union Pacific. The road was driven into the scheme to develop this industry by the press and people. They clamored and cried that the road

WAS NOT ENTERPRISING

and was ungrateful that it did not go into these schemes, and then denounced the road for its recklessness when one of them failed. Adams did not know of an instance where a director, officer or employe of the Union Pacific had any interest in any contract with the Union Pacific. The last dividend of the road was declared in March, 1884. The net earnings of the road for the past three years had been devoted to improving the property. The floating debt touched its highest point July 1, 1884. It was then \$7,800,000. Mr. Adams had vouchers for all the expenses and thought the office would stand a great deal of investigation on that score. There was an inclination to legislate against the Union Pacific by state legislatures, and their tax was enormous, being \$1,100,000 per year.

SAN FRANCISCO, April 28.—One of the most audacious, desperate and successful train robberies ever recorded, occurred yesterday on the west-bound overland train on the Southern Pacific Railroad, near Tucson, Arizona. A special dispatch to the Evening Bulletin this afternoon from Tucson, gives the details of the affair as follows:

The west-bound express due here at 10:30 last evening, was stopped and robbed at Papago station, eighteen miles east of here, about 9:30 o'clock last evening. The number of men engaged in the robbery is variously estimated at from five to eight. Col. Harper, the engineer, when approaching Papago side station, was signaled by a red lantern to stop. He slowed down, and as he approached the light he noticed obstructions on the track, so placed that in case he failed to stop, the engine would spread the track and derail itself. Immediately on stopping a dozen or more shots were

FIRE INTO THE EXPRESS CAR

and a man with a pistol in each hand hoarded the locomotive and commanded Harper to get down. The other robbers had in the meantime been trying to open the express car. Failing to get it open, they placed a stick of giant powder under it and compelled Harper to light the fuse attached. This he was obliged to do, but to avoid being blown up the messenger opened the car and the robbers took possession. After extinguishing the fuse they took charge of the car, uncoupled the engine, baggage and express car from the remainder of the train, and made Harper get on the engine and pull ahead two lengths. This being done, Harper was again put off and the robbers took charge of the engine and pulled six miles toward Tucson. Here they killed the engine and left it. During the run the robbers went through the mail and express cars, but did not get more than

FIVE THOUSAND DOLLARS.

They got two packages of railway

money, one of \$1,210 and one of \$500, but also took two packages of postage stamps going to the postoffice at San Francisco. It is reported that the express messenger threw \$3,500 in gold into the stove and so saved it from the robbers. Nothing was known here of the affair until past midnight, when a telegram was received from Pantano, a brakeman having walked back eight miles to that place. A special was sent down and the train brought in at 6 this morning. None of the passengers were molested. Some of the passengers knew nothing of the trouble until after the arrival here. Under Sheriff Stobell was soon at the scene of the trouble, but could discover nothing that would lead to the identity of the robbers. Ten trailers, under a deputy sheriff and W. F. Shaw, have left for the scene of the trouble. The robbers are believed to be discharged railroad employes. Although they compelled engineer Harper to show them how to handle the engine, it is believed by their actions in handling the train that they were perfectly familiar with such work.

THE REWARD.

Immediately upon the receipt of the news at the office of the Southern Pacific Company in this city, A. N. Towne, general manager, issued the following circular with orders to the company's agents to post it in a conspicuous place:

"The mail and express cars on our west-bound express train, when at a point seventeen miles east of Tucson, A. T., at 10 o'clock last night, were stopped and robbed by four or five men. The Southern Pacific Company hereby offer a reward of \$1000 each for the arrest and conviction of the robbers, which is in addition to a like reward offered by Wells, Fargo & Co.'s express. In addition to this we understand the United States Postoffice Department has a standing reward of \$200 each for the arrest and conviction of persons engaged in robbing the mails."

Additional facts were received concerning the robbery in dispatches to Wells, Fargo & Co. These were that the train was held up three miles east of Papago, in a cut. The mail was robbed as well as the express.

NO ONE WAS INJURED

by the shooting. When the news was carried back to Pantano concerning the robbery, United States Marshal Mead and a deputy, and two deputy sheriffs and two others started after the train. The locomotive and cars were found at the whistling post about a mile west of Papago. The engine was "dead." The headlight was put out and the air brakes were on. There was no trace of the robbers. Marshal Mead sent for the troops to Fort Lowell, and thirty-five soldiers left there at 6 o'clock this morning to scour the country. Officer Harris was expected to arrive soon, and another party with Indian trailers was expected to arrive from Yuma and hunt the robbers.

Col. Wilder, superintendent of the mail service, said this afternoon that he had just received a dispatch from True, the mail agent on the route between Los Angeles and Deming, concerning the robbing of the mail and express. The agents were given just one and one half minutes to get out under threats of being blown up with 100 pounds of

DYNAMITE.

and they got out. The express messenger saved \$5,000 from the robbers by hastily hiding it. The extent of the mail robbery Col. Wilder did not know. Mr. True had telegraphed that he would send particulars from Los Angeles. The express was running light on this trip. With the reward offered by the railroad company, Wells, Fargo & Co., and the standing offer of the Postoffice Department, it will profit whoever may be the capturer of the robbers \$2,200 for each capture.

SANTA FE, N. M., April 28.—James Anderson, who was to have been hung at Socorro to-morrow for the murder of "Alonzo" Williams, and Theodore Baker, who was to have been executed at Springer for the killing of Frank Unuk, have been granted a respite by Governor Ross until May 6th. A great effort is being made to have the sentence of both commuted to imprisonment for life, but as the supreme court has affirmed the sentence of the lower courts, the probabilities are that both will be executed on the day set.

ST. PETERSBURG, April 28.—The trial of the prisoners implicated in the plot to kill the Czar has commenced. The court is strongly guarded. A Russian general is present to report the proceedings to the Czar. A painful impression was produced on the spectators in the outer hall as the accused entered the court. Their youth and high-bred air elicited much sympathy. Among the prisoners is a maiden of striking beauty.

CHICAGO, April 28.—Interviews with Chicagoans whom the recent dispatches associated with the discovery of valuable mines in Mexico, confirm the dispatch from the City of Mexico, stating that two of the seven legendary mines from which the Spanish conquerors of Mexico drew inexhaustible quantities of gold and silver until driven out by the Indians two centuries ago, have been found by the exploring party sent out by the Sonora Company two years ago, and prove to be fully as rich as even the legend has them to be. In January, 1885, the Sonora Land Company was chartered under the laws of Illinois and Mexico. The original intention was simply to reclaim and

survey the 15,000,000 acres of grazing land. The incorporators are mostly residents of Chicago.

ARMOUTH, N. H., April 28.—The people living about Tucket Island and neighboring mainlands have passed 48 hours of terrible anxiety. These islands are great lobster fishing grounds. Tuesday afternoon there was a gale and the men were unable to go out to the traps. Towards 5 o'clock the wind died out and the boats put out by the scores to take in the lobsters. They had just about time to get to the traps when a gale came up with increased violence and blew with wild fury all night. Return was impossible. It was not until this morning when several steamers and schooners arrived, that any definite information as to the fate of the men could be obtained. Albert Harris, of Little River, is known to have been drowned, and his brother Frederick, George and Gordon Hamilton, C. Muse and another man whose name is unknown, are believed to be drowned, as their boats have been found bottom up. Many marvelous escapes are reported.

LONDON, April 28.—A dispatch from Pesth, the capital of Western Austria, says: A hurricane swept over the northeast coast on the 22d inst. The pearl fishing fleet, numbering 400 boats, was destroyed and 550 persons perished.

LONDON, April 28.—A dispatch from Cooktown, Australia, announces that the steamer Benton, of Singapore, was sunk in a collision with a bark off the Island of Formosa and that 150 persons were drowned. No Europeans were lost.

SAN FRANCISCO, April 28.—Advice from Kodiak, Alaska, bearing date of April 6th, which have just been received, state that the schooner Flying Scud, hailing from that port, was lost at sea. There were aboard the owner, H. Anderson, Captain Nels Hansen, Vassili Grizenoff, his son and fourteen native hunters. All were lost. It is supposed the vessel shifted her ballast and capsized in a gale in Shillikoff Strait.

LOUISVILLE, Ky., April 28.—Turner and Patterson, the negroes who assaulted Jennie Bowman, were brought back from Frankfort yesterday and jailed here to-night. There is a large crowd on the square where the jail is located, and it is asserted on all sides that the men will be taken out and hung before morning. The condition of Jennie Bowman, the unfortunate victim, is much worse to-night, and there is hardly a hope for her recovery. This morning her temperature rose alarmingly and she became wildly delirious.

At 2:45 this (Friday) morning the mob organized at Fourth and Main and after several speeches marched toward the jail. The crowd is about 500 and are armed with sledge hammers. They seemed determined and this time they seem to have leaders. They have not reached the jail yet.

At 8 a. m. the mob moved on the jail again. They reached the guard line where a scrimmage took place and several shots were fired but no one was hurt. The mob then started toward the armory three squares distant. No danger is now apprehended.

LONDON, April 28.—Gladstone and wife to-day visited the grounds of the American Exhibition and the camp of the Wild West show. A special performance was given for their entertainment. They were much impressed by the aborigines. Gladstone sat looking on with every evidence of childlike delight. After the performance he was

INTRODUCED TO INDIAN

"Red Shirt." Gladstone spoke to him at length, and asked him whether he noticed any difference between English and Americans, or if he regarded them as brothers. "Red Shirt" replied he "didn't notice much about brotherhood." The 1,500 workmen employed at the exhibition ground cheered for Gladstone and home rule. Gladstone bowed repeatedly in answer to the salutations. Gladstone was entertained at lunch by the managers of the exhibition. Col. Russell, of Boston, presided. Gladstone, replying to a toast to his health said, among other things: "The institutions and progress of the United States have always been the subject of great interest to me ever since very many years ago I studied the life of Washington. I then became aware first of the

MAGNITUDE OF THE DESTINY

reserved for Americans; second, of the fact that the period of the birth of the American States was of more interest than any other possible to study. Whenever the youth desirous of studying political history consults me respecting the course of study in the field of history, I always refer him to the early history of America. God Almighty made the Englishmen and Americans kinsmen and they ought to have an affection for one another. If they had not, humanity would cry shame upon them. I rejoice that the clouds which once obscured our mutual vision have almost vanished from our political sky, and that the future is as bright and promising as the warmest-hearted among us could desire."

Col. Hughes Hallett, member of Parliament, will entertain "Buffalo Bill" at dinner to-morrow.

CITY OF MEXICO, April 30.—An English syndicate is about to purchase the Mulatto's mine, their offer of \$600,000 having been accepted. A disputed title has blocked proceedings. Senator Hearst, of California, is said to have offered \$2,000,000 for the mine two years ago and was refused.

LOUISVILLE, April 29.—Everything is quiet about the jail this morning, though the talk over the town is that another and more determined effort will be made to lynch the negro to-night. Among those arrested last night and taken to the station house were John Letterle and Allen McDonald. The former was a member of the last Kentucky Legislature and the latter is leader of an association organized to promote purity in the city government. This morning Jennie Bowman is still sinking. She is worse than at any time yet, and may die at any moment. The feeling is that her death will precipitate trouble. The answer of the governor to the call for aid has been received, and several companies have been ordered to guard the jail.

NOW FIGHTING.

LOUISVILLE, April 29.—The agreed signal of eleven taps by the fire department, in case of an attack on the jail, has just been rung (12:30 p. m.) Great crowds of people are pressing toward the jail. The militia are stationed around the building. The police and mob are now fighting.

BURLIN, April 29.—Prince Bismarck has informed Herbetto, the French ambassador, that he will to-day submit for the Emperor's signature an order for the release of Schnaebele. It is understood that in the event of his liberation by Germany, the French government will discharge Schnaebele from the office of special commissary at Pongy-sur-Moselle.

BKNSON, Arizona, April 29.—Intelligence has been received that the train robbers have been spotted and it will be only a question of time before they will be captured. The officers do not wish to make an immediate arrest for fear that sufficient evidence cannot be procured to convict. United States Marshal Meade has telegraphed the mail authorities at Washington, urging them to offer an additional large reward, which, if the request be complied with, will almost insure capture and quick conviction. It is now the report that a special officer has been in El Paso for several days watching for this occurrence to take place in that locality, being forewarned by outsiders, who got an inkling of the fact that an attempt would be made somewhere on the line of the road, but the robbers took time by the forelock, showing unusual sagacity in making the raid in this vicinity, where hardly any one suspected such an affair would take place.

PARIS, April 29.—The *Soliel* says some Germans disarmed a Russian sentinzel who tried to prevent the Germans from crossing the Silesian frontier. It is expected that Schnaebele will be placed on redress when released.

WASHINGTON, D. C., April 29.—The Grant relics which have been for several months safely guarded in one of the private rooms of the National Museum, are now being placed upon public exhibition. Yesterday two handsome plush cases filled with articles from the collection were placed in the north hall of the museum near the main entrance. They contained a presentation sword, gold-headed cane and baskets of medals and many other costly and elegant articles presented by different people at different times to Gen. Grant. Many are souvenirs of his trip around the world. There is a splendid collection of Japanese coin, one series of seven pieces of old Japanese gold coins of huge sizes, being valued at \$5,000. There are also invitation cards, kind reminders of invitations given in his honor engrossed on gold plates. The invitation cards to a masked ball given at San Francisco upon Grant's arrival there on his return from his famous tour, is engraved on solid gold and was enclosed in a silver envelope with the address engraved upon it. In the right hand corner is a two cent stamp and in the left "If not delivered in 10 days return to," etc., and many other articles of great value.

NEW YORK, April 29.—Justice Smith, listened to arguments of counsel for and against members of the executive board of district assembly No. 901, Knights of Labor, accused of conspiracy in aiding a strike in the shoe factory of John Hanan & Sons; also for aiding strikes wherever O. B. Hart, a foreman, should find employment. When the lawyers had concluded, Justice Smith decided to hold the six accused men for trial on both charges. The Knights did not take the decision kindly; they will furnish bail.

NEW YORK, April 29.—The Union Pacific had guaranteed the payment of the Oregon Short Line bonds on the advice of Sidney Bartlett, Judge Dillon and other counsel of the road. They maintained and advised that it was legitimate without the consent of Congress.

Governor Patterson said that the act of Congress states "that the road shall not issue or guarantee the issue of bonds without the permission of Congress."

Adams said he knew that, but he obtained the written opinion of counsel; he was not a lawyer and must be guided by them. He was an officer and was aware that if he himself did this he

MUST SUFFER.

The Salina & Southwestern road ran twenty-five miles southwest from Salina into the agricultural districts in Kansas. It has always paid expenses and runs through the best wheat country in Kansas. Adams would as soon think of cutting off his finger as of dropping that branch from the Union Pacific. The Utah & Northern branch