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TRUTH AND LIBERTY

VOL. V.

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(SPECIAL TO THE DESERET NEWS.)

By Telegraph.

PER WESTERN UNION TELEGRAPH LINE.

EASTERN DISPATCHES.

WASHINGTON, 25.—The Secretary of the

Interior, to-day, received a letter from the

Secretary of War, requesting that General

O. O. Howard, now under orders from the

Interior department, be ordered to report im-

mediately to Louisville, Kentucky, his

testimony before the court martial, now

being there, being necessary. The

order was telegraphed by the commis-

sioner of Indian affairs.

NEW YORK, 25.—The London Times

of the 14th, copies the following from the

Paris Mail Gazette, which

professes to be able to guarantee the

perfect authenticity of the announce-

ment which it makes which is that the

government of France has finally

resolved upon the construction of a

monstrous canal, to connect the Baltic

with the North Sea coast. Doubtless,

if the expense were to be defrayed out

of the French indemnity. The prelim-

inary estimate and plans are already in

existence, and in order to study the

matter with sufficient minuteness before

beginning operations, the French gov-

ernment has appointed a commission of

engineers and superior officers has been

appointed to proceed to the spot and

they are expected in Kiel about the

20th inst. According to the Paris

Mail, the project of the canal, which

seems bent on developing the power

and other defensive resources to its

northern coast. Kiel, the principal

strongly fortified by the German fleet, is to

be the terminus of the canal, which

German Gen. staff has declared that

these works ought to be constructed at

once, and whenever necessary they are

to be at the disposal of the government.

Other works are to be erected in the

Grand Duchies of Oldenburg, Mecklen-

burg Schwerin and in Pomerania, which

will be later in being completed.

The official statement shows a

decrease in the county expenditures for

the year ending Sept. 1st, compared

with the previous year, of nearly two

million dollars.

The story that Forester would con-

demn who were the real Nathan mur-

derers, providing he be pardoned, is

proves untrue.

John McKean, Sen., counsel for

Stocks says no reason for a

change of venue. The new trial will

take place next month, but McKean

to the amount of sixteen thousand dol-

lars a mile, half the land on each side

of the road for 30 miles deep, is donat-

ed outright to the companies doing the

work. The companies are further au-

thorized to issue their own bonds to

an equal amount to those granted by

the government and secure them by the

first mortgage on the government loan

taken in the second place in security.

On page 278 Mr. Bowles concludes the

editorial of the east and men of

Washington, and now a few thousand

men and a hundred millions of money to

create a new republic. Such an appeal

to the politico men of means was worthy

of heed, and was heeded. I need

specimens, lectures and letters, nor from

the editorial letter of Gov. Bros to the

boards of trade and capitalists, to

induce them to subscribe the millions

of money alluded to by Mr. Bowles, for

this great work, nor from Mr. Richard-

son's letters to the New York Tribune.

His favorable allusions in praising the

enterprise is summed up in Bowles' de-

claration book, dated Dec. 25th, 1865, four

months after his letter. The railroad is

induced the great work of the day, the

great want, the great creator of this

empire west of the Mississippi. It is

cheering to find that since we want

the subsidy to labor on the western

end of this road, it has had a new im-

petus. To learn that new elements of

capital and enterprise have become

urgent, and patriotic appeals to these

representatives. The special corres-

pondents of the New York and Chicago

Tribune, and the Springfield Republi-

can, with perhaps a few others, have

on a personal knowledge we acquired

on our long and dangerous journey,

was inducing men of wealth to accept

of the subsidy offered at first by the Con-

gress of 1862, and offered again, im-

proved, by the Congress of 1864. Two

years afterwards, both of which sub-

sidies were supported and voted for

by such distinguished Senators as

Trumbull and Sumner. These very

capitalists have been denounced ever

since by many papers and politicians,

as not better than windmills, for accept-

ing a subsidy to build a railroad, and

proffered by Congress with the heart-

iest popular endorsement, and finally

risking millions where others would

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300 Hermes, 11; 12, 5 3

45 Curry, 8; 9, 30; 32, 10

72 Obedience, 34; 35, 3; 36, 35; 37, 32

143 Jacket, 30; 31; 32; 33; 34; 35

FOREIGN NOTES.

In a bicycle race against time at

Douglas, Isle of Man, Peter Han-

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