



MUNSON AND McNAMARA

123 and 125 MAIN STREET.

PRODIGIOUS JANUARY SALE!

Our Immense Stock Sacrificed.

Come - at - Once.

MUNSON AND McNAMARA

Philadelphia Store

Corner Douglas av. and Market St.

Four Special Bargains This Week.

One lot 42 pair of full 12-4 all wool White Blankets for \$5 a pair, fully worth \$10. These are the largest size made and an extra quality.

One lot 84 pair all wool 11-4 Scarlet Blankets which we will close out at \$3.50 a pair. Never sold before under \$6.00.

One lot 10 pieces fast color Turkey Red Table Linen 25c a yard. It cannot be duplicated at 50c.

One lot 33 dozen Ladies and Childrens All Wool Red Mittens at 10c a pair,

A. KATZ.

S. W. Corner Douglas Ave. and Market St.

THE NATIONAL CAPITAL

Two Cases of Contested Seats in the House Have Been Decided.

Changes in Senate Committees Consequent upon Logan's Death.

The Monroe Doctrine to be Maintained by Constructing a Canal.

The Senate Committee on Foreign Affairs Looking After Our Interests in Frozen Regions.

The Controller and the National Banks—Tariff Tinkering—Our Philanthropic Chief—Nominations—Tid Bits.

CAPITAL BUDGET.

WASHINGTON, D. C., Jan. 6.—The president sent the following nominations to the senate today:

Thomas C. Manning of Louisiana, envoy extraordinary and minister plenipotentiary to Mexico.

Hugh A. Dismore of Arkansas, minister resident and consul general to Cuba.

Robert E. Culbreth of California, to be consul at Apia.

Thomas J. Bashaw of Missouri, attorney for the eastern district of Missouri.

CONTESTS IN THE HOUSE.

The house committee on elections today finally acted upon two contested election cases, Page vs. Patten, the Rhode Island case, and Kild vs. Steele, the Indiana contest. In the Rhode Island case a majority of the committee decided that neither of the parties were entitled to a seat. A minority report will be made recommending that the sitting Republican member, Patten, be awarded the seat. In the Indiana case the committee report will be unanimous in favor of the rights of Steele, Republican, to retain the seat.

The house committee on civil service reform today instructed the chairman, Cox, to report favorably to the house the senate bill to repeal the tenure of the office act.

SENATE COMMITTEE CHANGES.

It is said Senator Sewell will probably be made chairman of the senate committee on military affairs, the position made vacant by the death of General Logan; that Senator Hawley, now chairman of the committee on civil service and retirement, will succeed General Sewell as chairman of the library committee; that Senator Stanford will be chairman of the committee on civil service and retirement.

THE TRANS-ISTHMIAN CANAL.

The bill reported by Senator Edmunds today to incorporate the Maritime Canal company of Nicaragua, provides that the company's affairs shall be managed by two directors, citizens of the United States and Nicaragua, and that the tolls shall not exceed \$2.50 per ton of freight; that the United States may exercise such control over the canal as is not inconsistent with treaty obligations; and that power to alter, amend or repeal the act shall be reserved to congress. The report accompanying the bill says that it is the highest degree desirable that this transit should be under the influence, if it cannot be under the control, of the United States. The committee recommends the passage of the bill in the hope that the canal and other enterprises of private citizens of our country may be able to accomplish this great work, even if the government itself is not ready to undertake it.

OUR ISLANDS.

Senator Sherman today reported favorably from the committee on foreign affairs an amendment intended to be proposed to the equity civil appropriations bill so as to provide for the expense of a preliminary reconnaissance, to be under the direction of the secretary of the navy, to examine the configuration of the conventional boundary line between Alaska and British Columbia, following the channels from Portland channel to the 41st meridian, and to ascertain and report how far the natural features of the country permit the accurate location of the line of demarcation contemplated by the treaty of 1867 ceding Alaska to the United States.

A KINDLY ACT AND KINDLY WORD.

The president received a call today from a young man who had pardoned from the penitentiary. When the president saw his card he immediately recognized the name, and directed that the visitor be shown in. The young man said he lived some distance from Washington, but had come here in order to personally thank the president for restoring him to liberty and to his family, and also to assure him that in the future his conduct would convince the president that his clemency had not been misapplied. The president treated his visitor very kindly, and after inquiring into his past life and future prospects, advised him to go to work and make himself a useful citizen, adding that it is never too late for reform.

THE CONTROLLER AND THE BANKS.

In view of the attorney general's opinion that non-interest bearing bonds cannot be used as a basis for national bank circulation, considerable interest is felt as the probable course of the treasury department towards the banks holding the bonds in question. Mr. Tremholm, controller of the currency, was this afternoon questioned as to what steps he proposed to take in this matter, and he said he would probably ask the attorney general for advice before taking any radical action. He was not engaged, he said, in making a list of banks and the amount of matured 1 per cent bonds held by each, and he wanted to consult with the law officers of the government as to what it is his duty to do next. Under the circumstances he was disposed to be lenient with the banks, but he felt that he could no longer delay enforcing a strict compliance with the laws bearing upon the subject of national bank securities. He does not, however, apprehend any trouble with the banks, as he thought they would do their duty in the premises as soon as it was made clear to them. From other sources it was learned that the banks will be allowed a week or ten days more within which to replace the matured bonds, after which time all banks in default in this respect will be proceeded against, attention being paid first to those longest in default.

TARIFF FIZZLE.

The Star tonight says: It is probable that the question as to whether revenue matters are to be taken up this session will

be settled within two or three days. A meeting of Mr. Randall's friends will be held at his residence tonight. There are several members who voted for consideration who, it is said, do not approve of the bill now on the calendar from the ways and means committee.

The meeting above mentioned took place tonight; not more than nine or ten representatives were present. A general talk took place on the subject but nothing was agreed upon further than that they were in favor of the bill that was introduced by Mr. Randall last session, which repealed the tobacco tax, the tax on alcoholic spirits used in the art, and certain special liquor licenses and taxes, and added certain articles to the free list. No conclusion was reached as to when an attempt should be made to secure consideration of such a bill, or indeed whether it should be made at all. Those present were very reticent as to who attended the meeting, but it can be stated that no members were present from Virginia or North Carolina, the states generally spoken of as the most interested in a total or partial abolition of the internal revenue taxes.

TID BITS.

In response to the writ of delinquent in quare, issued by Judge James upon petition of Prof. Edmunds, a jury summoned by the marshal met today to try the question of the sanity of Prof. Edmunds' wife, whose name here and in Europe have recently been the subject of much newspaper comment.

Gen. Clinton B. Fisk presided at a meeting of the board of Indian commissioners today, at which reports were made of the various churches and societies supporting Indian schools and missions in the United States.

FORTY-NINTH CONGRESS.

Senate.

WASHINGTON, D. C., Jan. 6.—In the senate today Mr. Manderson brought before the senate the case of a claim against Mexico for the killing of Captain Remitt Crawford, commandant of United States troops in pursuit of Geronimo, by Mexican troops, stating that a stronger, more urgent demand for indemnity should be made and introducing a bill for the relief of Capt. Crawford's heirs. Bill referred.

The senate then took up the resolution offered yesterday by Mr. McPherson calling on the secretary of the treasury for a statement of the indebtedness of Pacific railroad companies to the government, and as to the effect of the funding bill thereon.

Mr. Hoar withdrew his amendment calling for an additional statement as to disputed questions between the government and the companies. Resolution agreed to.

The senate, on motion of Mr. Mitchell of Pennsylvania, took up the bill giving a pension of \$2,000 a year to Mary S. Logan widow of Gen. John A. Logan, as a major general of volunteers. Mr. Mitchell stated that the bill proposed to do precisely what was done in the case of General Hancock and Thomas.

Mr. Maxey would prefer to have some further explanation of the bill. There was a great distinction between the case of Gen. Logan and the cases of Generals Hancock and Thomas, who had spent their money in the army. In so far as the pension was concerned, he thought the case of Gen. Logan should stand on the same principle as that of other citizens. If he contracted in the army disease from which he died, that would be ample ground for a pension for his wife.

Mr. Mitchell stated that he had heard Gen. Logan say that he had been wounded five times; that he was undoubtedly entitled to a pension, but had never claimed one. He based this bill on the proposition that the pension is granted to the widow of a citizen who died in the service during the war. He referred to the analogous case of the sum given to the widow of Francis P. Blair.

Mr. Culbreth stated that Gen. Logan had contracted rheumatism on the battle field and the pain was so severe that he lay in bed all night. There was no question that he died of rheumatism contracted in the service of his country.

Mr. Sewell said he had frequently heard Gen. Logan describe his sufferings from rheumatism on different fields of the war. It was a painful and weary member of the pension committee that Gen. Logan's bill was due to his case, that the committee did not take the trouble to go further into the subject.

Mr. Vest offered an amendment fixing the pension of the widow of Francis P. Blair at \$2,000 a year, asserting that if the widow and family of Blair were to be paid out of the treasury in proportion to his public service, it was the widow and family of Francis P. Blair. As the request of Mr. Hawley and other senators, he withdrew the amendment.

On motion of Mr. Edmunds the bill to carry into effect the treaty with China for the suppression of the opium traffic, was taken up and read by title.

The bill granting the Kansas, Texas & Southwestern Railroad company right of way across Fort Hays military reservation was taken up and passed.

The senate then, at 1:45, resumed consideration of the interstate commerce bill, which the majority of the committee had reported. He maintained that rate of carrying freight which only paid operating expenses and fixed charges was as much an unreasonable rate as a rate that was too high and that would pay too large a dividend on capital. Senators were not here to take up the railroad property, that were here to do justice to the railroads and by the people; they were here to hold the scales of justice with even hand and not to act upon prejudice. An unreasonable rate was just as unreasonable and as injurious to the high rate; and the railroad companies would have to see to it that the public welfare was to be protected, that remunerative rates for freight and passengers were received. The law of competition, although it might be just as to other business was inapplicable to the business of railroads.

How did the presidents and managers of unprofitable railroads attempt to make money? Not by the business of their roads, but by stock-jobbing. This was inevitable, it was in the nature of things; it was not the remunerative railroads that furnished business for the stock exchange; it was the dealing in the stock of unremunerative roads that produced profits, that made millionaires and巨富 in this country. He claimed that the bill was in the direction of forcing a consolidation of railroad companies, and said that some railroad men believed in that as the best outcome of the railroad problem. No transaction has ever been entered into that, where combination is possible, competition is impossible. This bill left open and invited the worst kind of competition; the consolidation of railroad corporations. What were the railroads if prohibited from making pooling arrangements? Experience taught that the old wars would begin again and the end of it would be consolidation. The monopolies

of the country had been built on the graves of weak competitors. The bill invited a grand monopoly of railroad capital in this country which would be built on the graves of the railroads that are not pooled, and in the competition that railroad monopolists would be the master of the people. He believed it better to have business kept in a great many hands than to have it controlled by a few. He believed it better to let the country store live than to build up great mercantile establishments at their expense. It is better to let the people own the weak railroads live than to build up one magnificent railroad corporation that would occupy the railroad business of the country—the same position as the Western Union Telegraph Co. bears to the telegraph business of the country.

Operations of a kind of consolidation of railroad companies were today the Pennsylvania railroad, with a system of over 7,000 miles under one management; in the Wash system with its gigantic system of 9,900. He characterized the two clauses as to long and short haul; and to prohibit pooling as a most glaring inconsistency which recalled the couplet: You're damned if you do, and you're damned if you don't. He also argued that the effect of the bill would be to place the American railroads (so far as the business from the west to the Atlantic seaboard is concerned) as to the Grand Trunk railway of Canada. As to the intimation that it would be necessary to adopt the conference report in order to have any legislation on the subject at this session, he did not think it was well founded.

Mr. Morgan opposed the bill. Alabama, he said, was at the other extreme margin of the United States. The markets in which her people bought their dry goods and a large portion of their groceries were at the far northeast, and there was a broad intervening area between them; the markets in which they bought their food supplies—Chicago, St. Louis and Cincinnati—were also far distant from Alabama. The markets in which they sold their products were all distant; they had a vast tract of country to cross in getting either to the market of purchase or the market of sale. He thought that any bill which forced the railroad companies to raise their charges on freights for long hauls would be necessarily inimical to the best interests of his state. He argued that the states were perfectly competent to deal with this subject, and the interference of the federal government would lead to still further invasions until the management of the railroads would eventually become the most absorbing business of congress. He could not subscribe to the doctrine that interstate commerce could only be protected through the action of congress. The bill was based solely on the fact that it related to interstate commerce, and would not interfere with the business of the country and trade which he represented.

Mr. Callahan said that the senate had had plenty of time to prepare for the discussion of the conference report had been made. Besides, the bill as reported was not very different from that which passed the senate a year ago. In his judgment the bill if passed would not interfere with modern commerce at all, nor with the interests of Boston and Massachusetts.

After an evasive session the senate adjourned.

House.

During the morning hour the house resumed consideration of the whole bill, the Erie canal, for the permanent improvement of the Erie and Oswego canals, and to secure freedom of the same to commerce of the United States. Mr. Wober of New York, made the argument in support of the measure.

Mr. Advertiser of Kansas, warmly favored the objects desired to be accomplished by the bill. The people of the state of Kansas had greater interest in the attainment of their objects than the people of the state of New York. The Erie canal should be a balance on the capacity of the Erie canal, which had led to the building of the Erie canal, which had led to the building of the Erie canal, which had led to the building of the Erie canal.

Mr. Nelson of Minnesota, contended that no method of solving the transportation question could be more efficacious than that of enlarging and improving the canals. Mr. Plumb of Illinois, advocated the passage of the bill, regarding it as the most important one which had been brought to the attention of the present congress.

The morning hour having expired, the committee rose and the bill resumed its place upon the calendar.

The house then went into committee of the whole, Mr. Springer of Illinois, in the chair, on the pension appropriation bill, which appropriates \$78,247,500, being only \$5,000 below the estimate, the reduction being in the item for the cost of officers for pension agencies. Without amendment or discussion the bill was read, reported to the house and passed.

The house, yeas 140, nays 77—went into committee of the whole, Mr. Springer of Illinois, in the chair, on the naval organization bill.

Mr. Reagan of Texas, advocated the bill.

Pending further debate the committee rose.

Mr. Henderson of Iowa introduced a bill authorizing the construction of a bridge across the Mississippi river at Dubuque. Reference to the committee.

The house then adjourned.

STATE CAPITAL DOTS.

A Proposed Reunion of the Men Who Made the State Famous.

The Pioneers of the Newer Counties of the State Who Have

Suffered the Disheartenments of Short Crops and Experienced

The Sweets Incident to Railway Building, Determined to Thwart Restrictive Legislation.

An Appreciable Compliment—A Politico-Strategic Science—Grooming of Candidates.

TOPEKA TOPICS.

The Men Who Made Kansas to be Called Together—More Protests Against Restriction, etc.

Special Dispatch to the Daily Eagle.

A REUNION OF WAR HORSES.

TOPEKA, Kan., Jan. 6.—An effort is being made under the leadership of the western editor, Col. Prouty, to get up a reunion of the old war horse editors who figured prominently in the early struggles of Kansas. The names of those who are at hand and can be had at the drum tap are: John Speer, D. R. Anthony, G. W. Brown, R. G. Elliott, W. W. Ross, E. G. Ross, Sam. N. Wood, Sol. Miller, P. B. Plumb, S. S. Prouty, Jacob Stodder, D. W. Wilder, Robt. Crozier, J. C. Vaughan, Joe Clark, John A. Martin, W. B. Hutchinson, M. M. Murdock, John J. Ingalls, John Reynolds, J. W. Roberts, Albert Griffin, Geo. W. Martin, Ym. A. Phillips, R. J. Hinton, Jas. Ralpath, J. M. Walker, S. D. McDonald, T. Dwight Tinsler, Frank A. Root, F. G. Adams, E. A. Smith, Ft. Scott, John Lyman, Lynn county; C. A. Farris, Wyandotte; John D. Henderson, Dr. E. H. Grant, Washington; Wm. Hutchinson, Washington; Judge James Humphrey, F. W. Emery, W. P. Cave, Seneca; John W. Day, C. E. Griffin, George W. Kingsbury, W. H. Adams, Dr. J. H. Stringfellow, Robert S. Kelley, Deer Lodge, Montana; S. F. Tappan.

WILL PROBABLY DIE A BOHIMAN. It looks as if the scheme for restrictive legislation against the people adding new enterprises further than now exist under the statute would be defeated before it had got fairly on its legs. There is but one sentiment in the west, it is all bitter and intensely hostile against any restrictive legislation. They have had some of the sweets of railroad building this season in sections where there has been a light crop, the disheartenment of the railroad companies for construction and rights of way have been a God send in the winter portions where crop raising has not fairly yet commenced. The money expended by the railway companies has greatly benefited the people.

Said Mr. Smith, candidate for speaker, to your representative today: "You have noticed how our section has been benefited this season by railway building and it is a source of pleasure to me to see that the same benefits are being extended to other sections. The distresses and discouragements of plowing have been greatly relieved by this timely aid. You are now on the eve of a great railway boom and we want to have some of the benefits derived therefrom. When we get the roads we need we are ready to take (perhaps a safer and more conservative course in this matter of building new railway enterprises. In this Mr. Smith undoubtedly voices the sentiment of the new west.

Mr. Hatfield, Col. Dick Walker, and others from the southwest, including Mr. Caldwell from the northwest, arrived today. The latter is a candidate for state printer. Of course it is too early to form an opinion.

Definitely as to the result for the speaker or state printer. Baker is doing more work than any other candidate for state printer. Walker, however, seems to lead. He certainly does with the old settlers, and old members, followed closely by Stodder. There is a scheme on foot to elect Baker, which, if it works, will produce that result. It is hatched in the fertile brain of one of the most acute Democratic politicians in the west. The scheme is to elect Cliff Baker and turn the Commonwealth into a Democratic paper. To carry out this scheme Hudson's active influence must be secured, or at least his guns must be sought.

THE LABOR MOVEMENT: You are all Latin fellows down at Wichita—beneath the difficulty, here is the labor. But behind the indorsement to Hudson he gets rid of a newspaper rival. The party is united and everything is lovely, and Hudson has not yet been approached on the subject. It will require great foxiness to secure the Kansas journalistic loss.

THE TALK OF THE TOWN: is the growth of Wichita, and more particularly the enterprise of the Eagle. They say it is a smart thing for the Eagle to have the most elaborate and expensive telegraphic service that any paper has ever had from Topeka, and that the paper must have a grand constituency behind it. And yet it is conceded that this is just the way to effectually head off the Kansas City papers and prevent their getting a hold in the southwest, that the Eagle has a field of its own and will not allow anyone to poach upon its reserve.

Col. Dick Walker, the Warwick of the southwest is here to lead the Hatfield forces, and no army ever had a letter

leader; he will secure victory of it in sight.

Miss Louise L. Alexander, of Lawrence, writes to Gov. Martin wanting work as a copyist. She is the daughter of a colored man who belonged to

JOHN BROWN'S BAND, and was killed at Harper's Ferry. Miss Alexander says she was educated at Oberlin through the assistance of Frank Sanborn, Wendell Phillips and Jas. Ralpath. She has taught school four years in Arkansas. K. B.

Fully One More.

Special Dispatch to the Daily Eagle. Iuka, Kan., Jan. 6.—The proposition to vote bonds for the Kansas Southwestern extension of the Denver, Memphis & Atlantic railroad carried by a handsome majority in McCallan township, Pratt county, yesterday. The grade of the other line is about completed to Iuka, and track will reach here in fifteen days, giving us a through line to Wichita and her wholesale houses.

Opening Territory for Wichita. Special Dispatch to the Daily Eagle. McCracken, Kan., Jan. 6.—The bonds for the Denver, Memphis & Atlantic railway, in the north tier of townships, carried Tuesday by the following majorities: Waring, 61; Nevada, 51; Ohio, 81. This is the extension of the Missouri Pacific westward from here and on to Denver, the location of which is already completed sixty miles west of this place. There is great rejoicing over the result.

Weather Report.

WASHINGTON, D. C., Jan. 7, 1 a. m.—The following are the indications for Missouri and Iowa: Continued cold, fair weather, followed by light snow, southerly wind, slightly warmer.

For Kansas and Nebraska: Warner, southerly winds, light snow, followed by fair weather.

Chicago, Jan. 6.—The signal service bulletin shows that the temperature at 6 o'clock this morning was as follows at the points named: St. Vincent, Minn., 40 degrees below zero; Buford, Dak., 37 below; St. Paul, 23 below; North Platte, Neb., 10 below; Cheyenne, Wyo., 6 below; Salt Lake, Utah, 30 above.

The Express Robbers.

St. Louis, Jan. 6.—Dan Morarity, in charge of a Pinkerton detective, arrived from Kansas City this morning. He told the same story about his connection with the robbery as he had told before, except that he adds the detail that when he wrote to Wittrock refusing to have anything to do with the scheme, the latter answered him that there was absolutely no danger, as he had the messenger fixed all right. He emphatically denied having "squashed" it. It is supposed that he will not be prosecuted, and that he was brought here to testify in the coming trial against Father Ingalls.

The Adams express robbers, Frederick Wittrock, W. W. Haight and Thomas Weaver, were taken to the penitentiary today. They were transported to Jefferson City on an earlier train than was expected, but notwithstanding that a large crowd congregated at the railway station to see them off. As the train pulled out a number of United States Express employees joined in giving three cheers for "Jim Cummings." The trip to Jefferson City was uneventful, and after the usual preliminaries at the penitentiary the prisoners were placed in separate cells. They will be put to work in a day or two.

Foundered off Cape Flattery.

SAN FRANCISCO, Jan. 6.—The American ship, Harvey Mills, which has been long overdue at this port from Seattle, foundered near Cape Flattery. The only survivors known are the first mate, Columbus, Alex. Volz and Jacob Benson, seamen. It is not said how many were on board at the time of the disaster. The survivors were picked up in an open boat.

The entire crew and officers consisted of 34 men. The captain and three crew members were on a boat which, however, exploded as soon as it left the ship's side, and it is believed all were drowned. Four others took to a raft, but have not since been heard of. The mate, Columbus, and those of the crew who also slipped on a raft, but before they were picked up, one of them went crazy and jumped overboard. The remaining twelve took to the ship and a survivor saw her galley. All on board must have perished.

OVER THE OCEAN.

England.

LONDON, Jan. 6.—The right Hon. Ed. Chamberlain, at present colonial secretary, has accepted the office of secretary of war. Lord Salisbury has not yet decided to accept the suggestion to relinquish the foreign secretaryship in favor of Lord Salisbury. If Lord Salisbury declines to resign the office he will probably take Mr. Sandhu's place as colonial secretary. The Marquis of Lansdowne's designation of the office tendered by the Marquis of Salisbury has been received by the latter.

It is expected that Lord Salisbury will make further effort to complete his call with Wills, but fill the vacant office with Conservatives.

Fearful snow storms are reported at Florence, Venice, Genoa and in the whole of Piedmont, interrupting railway and telegraph communication.

France.

PARIS, Jan. 6. M. Lockyer, minister of commerce, announces that wheat of excellent quality and superior weight has been exported for the first time by Russia from the Caucasus.

A Cabinet Breakup Imminent.

BOSTON, Jan. 6.—An Ottawa special to the Advertiser says that the Treasury troubles and the recent election have tended to bring about a cabinet breakup, and that John Costigan, minister of internal revenue, and Hon. Milton Foster, minister of fisheries, will probably resign. It is said that unless the United States make some overtures looking toward a settlement of the fishery dispute, the Canadian government will go back to the old system of licensing foreign fishing vessels.

A Dying Confession.

HANNIBAL, Mo., Jan. 6.—Judson C. Armstrong, a wealthy farmer, was found murdered near Osborn, Mo., in July '84. It now transpires that a convicted train robber on his death bed in the Missouri penitentiary a few days ago confessed that he murdered Armstrong, robbed the body of a few hundred dollars, then left it on the railroad track where it was run over by a train.