#### LOOKING INTO THE PAST

Investigation of Corporate Abuses by a Committee of the Senate.

THE RAILROADS AND THE PEOPLE

The Tax on Coal, Grain, Wool and Other Necessaries Federal Regulation by Statute Preferable to Commisslons-Instructive Facts.

#### PART IL.

[Second installment of testimony of Mr. E. Rosewater before the select committee of the United States senate in Omaha, June 22, 1885.] Senator Platt-You can make known the cause for complaint for Mr. Adams will be here tomorrow, and it will be of some Interest to us to ascertain whether he can lus-

y what the road is doing. Mr. Rosewater—I would like to give you a few points with regard to the general causes of complaint. Of course this is a prairie state, and the greatest product here is naturally corn and other grain. The any other commodity outside of clothing is fuel. Now in the matter of fuel and of grain the system inaugurated has created such a monopoly that it alone would be causenough for a great deal of dissatisfaction. be causo

Elevators Owned by Railroad Managers.

In the first place, the grain elevators are substantially owned and controlled by the railroad managers. The grain elevator here Omaha started out with the Union Pacific railroad owning 60 per cent. I would not say the Union Pacific road, but Mr. Dillou and others controlled it absolutely. The elevator on the other side of the river is owned and controlled entirely by the railroad peo-ple, the managers who have put in their prorata. And the cievators along the line of the Union Pacific are in the main under the control and ownership of the same parties. For that reason these elevators have special facitities for shipping grain and are able to fix the rate on grain. They may withhold the advance which may take place in the eastern market at their pleasure, and they may grow rich at their pleasure to the detriment of the farmers and of the small dealers out in the country. A farmer has no show whatever; even a man who is a merchant has no show whatever in competition with these people in the shipping of grain. The farmer or the merchant cannot get an empty car when he wants it. Neither can he get a rebate. Of course, rebates are prohibited here under the statute, but it has been a dead letter to some extent

### High Rates on Coal.

Now I will come to the question of coal. The coal that is used along the line of the Union Pacific railroad for the most part, probably 95 per cent of it, is brought from Rock Springs, Wyo. The company has taken forcible possession of the mines, and it owns

The Chairman-Do you say the coal is brought from Wyoming?
Mr. Rosewater—Yes, sir: Rock Springs is
830 miles west of Omaha. That coal is brought here and is used all along the road at different towns. The company's agents or the men who are employed as the com-pany's agents sell coal. In the city of Omaha only one person is allowed to sell the coal, and he is the agent of the company. We have been buying that coal here at \$7 per ton and that is very reasonable for the class of coal. It is very excellent coal of its variety. It is soft coal. But they come in competition nere with Iowa coal and coal from the east and from Fort Scott. They have brought it here and sold it for \$7. They carry it from Rock Springs to Omaha, 830 miles. The cost of the coal mined and loaded on the cars is \$1.25 at Rock Springs leaving them \$5.75 for the transportation of the coal to Omaha. At Sidney, 414 miles west they sell that coal for \$7.50. In other words they carry coal the whole \$30 miles to Omaha for \$5.75, and charge for the 400 miles carriage \$6.50. And so it is from Sidney down. At North Platte, which is 290 miles from here, and all along the line, except at Grand Island, the same price prevails; that is, they charge a higher rate than they do right here at Omaha. At Grand Island they charge from \$6.50 to \$7 for the reason that it is in competition with some coal that is brought in from Denver, Colo., by the Burlington & Missouri. This is one of the sources of complaint. The people must have the coal, and they see no reason, if the roads can afford to carry it for five eighths of a cent per ton per mile from Reck Springs to Omaha, why they should charge 11/4 cents per mile at Sidney, and at North Platte 14 cents a ton per mile. This is very serious cause for complaint. It is discrimination that is very palpable. Extortionate Rates on Wool.

I have a letter from a party with regard to the transportation of wool, which is also one of the staples of the west. The wool rate, for instance, from Evanston and Wasatch to Omaha is \$1.41 per 100. From Cheyenne to Omaha, which is only 500 miles and is 400 miles less than Evanston, they charge \$1.50, and from Sidney to Lodge Pole this side of Cheyenne, they charge \$1.60. So that actually, as you come on nearer to Omaha, he rates get higher. This is, of course, an exhibition of discrimination that I regard as serious. From what I can learn, the same irregularities in the tariff obtain on the Burlington system and on its branches. The grain traffic stands in about the same

way. Of course, in the earlier days we had long contests over this Union Pacific bridge here. It is still a great source of complaint, although not as bad as it used to be. I omitted one point which I forgot in reference to this coal matter. Hard or anthracite coal sells here at \$9.50, and at Sidney,

414 miles farther west, at \$20. In fact th price is entirely prohibitory. The tariff from Omaha to Sidney is made so high that it compels these people to buy Rock Springs The Chairman-Their own coal?

Mr. Rosewater-Yes, sir; and that same coal, which sells at \$7 per ton here, sells at \$7.50 at Sidney, 400 miles further west. Senator Platt-How far is this anthracite Mr. Rosewater-Over 1,000 miles, and it is hald down here for \$9.50.

Senator Platt-Practically they charge \$11 per tou for carrying it 400 miles? Mr. Rosewater-Yes, sir; that is the point I am getting at.

# General Rates of Transportation.

With regard to our general rates of trans. portation I wish to show that we have good reason for complaint. The rate from New York to Omaha on first-class freight was formerly \$1.50, and is now \$1.30. Of this the rate from New York to Chicago, 900 miles, is 40 cents, and from Chicago to Omaha, 500 miles, it is 90 cents.

The second-class rate is 93 cents from New York, 63 cents of that is from Chicago to Omaha, and 30 from New York to Chicago. The distance from Chicago to New York is over 900 miles; the distance from Chicago to Omaha is only 500 miles.

The rate on third-class freight is 71 cents from New York, of which 46 cents is from Chicago to Omaha, and 35 cents from New York to Chicago. Let us compare those rates with the rates charged from here west. The first class rate from Omaha to Chey-enne, 516 miles, is \$1.90 per hundred. In other words, when you can carry from Omaha to New York, 1,400 miles, freight classed as first-class, for \$1.30, the Union Pacific charged to Cheyenne, a distance of 516 miles west of Omaha, \$1.90, and to Denver, 560 miles west of here, the firstclass rate is \$2.46 from Omaha. Senator Platt-Fifty cents more than to

Chevenne! Rosewater-Yes, sir; Denver being only fifty-three miles further. To Ogden, a distance of 1,032 miles from Omaha, the first-class rate is \$3. To Evanston which is this side of Ogden, a distance of 955 miles from Omaha, the first-class rate is \$125. There is an exhibit of what I call railway classification. It is about on a plane with what we used to charge in the telegraph business. That may be a digression from the point, but when I first took charge of the wires in Omaha we used to charge from Omaha to Omaha we used to charge from Omaha to New York 85.65 for a ten-word message, and New York 85.65 for a ten-word message, and from Omaha to Chicago \$3.55. From Conn-cil Bluffs to New York we could send a message for \$3.65, and from Council Bluffs hicago we could send a message for \$1.55, have known men to travel across the river in a stage coach and pay their fare of 75 cents to Council Bluffs and 75 cents back again to send a ten-word message and save 50 cents by the operation.

There is about the same consistency in this railroad classification as in this instance of telegraphing. Propriety of Regulating Railroads and

Telegraphs. Right here I will say that there is the same necessity for and same propriety in regulating the railroads as there is in regulating the telegraphs from time to time. When the Pacific telegraph was chartered congress provided in that charter that in consideration of the subsidy of \$40,000 per annum for ten years in succession no message of ter words should cost more than \$3 from the Missouri river to the Pacific ocean, and no more than 20 cents should be charged for each additional word. From that time to this there never has been a higher charge. But we have charged right. But we have charged right from Omaha to Salt Lake as high as \$3.50, and from Omaha to Helena, Mont., we used to charge \$6,50. That shows that regulation by congress has very good effect. It prevents extertion genrally and prevents discrimination against

The Chairman-And between persons? Mr. Rosewater-And between persons. Senator Platt Have you stock yards in

this locality? Mr. Rosewater Yes, we have stock yards on this side of the river, established, I should say, about nine months ago. Senator Platt-Who are these stock yards

Mr. Rosewater-They are owned by a synficate of citizens of Omaha and Chicago. Senator Platt—And not by railroad men! Mr. Rosewater—No, the railroad men have nothing to do with that as far as I know. Senator Platt-What about the proposed interstate commission.

## A Commission Not Approved.

Mr. Rosewater-I doubt the efficiency of ommissions. I consider restrictive laws better than commissions. There is a tele-graph law, for instance, in our state today that prohibits discriminations, rebates and all that sort of thing. I will use that as an illustration to show that laws can be enforced and that the proper remedy is not with commissions. As far as I am concerned, I do not believe in commissions, because 1 think a citizen who is injured can always get redress, if the statutes will provide the

Senator Platt—If he will make the effort?
Mr. Rosewater—If he will make the effort.
This telegraph law is on our statute books,
and provides exactly the same thing with regard to short and long distance transmis-sion. I found last January that I was paying a great deal more for special dispatches than the other papers were paying who were in the Associated press, as was our paper I imquired into it and was told if I would sign a certain paper—which I had refused to sign—which bound me, or The Bre Publishing company, not to patronize competing tele-graph companies for a number of years, I would have this reduction: I would have a ower rate. I refused to sign that paper, and finally, when they kept it up, I notified the telegraph people that I would sue them and would recover every overcharge they had made. I insisted on their giving me exactly the same rate that anybody else received. After I had served notice on them I saw their general manager at Chicago. He thought I ought to sign that paper. I said: "It is against my principles to sign such a paper; I think it is contrary to public policy. and I will not sign it." I had not approved of signing papers of the same character in California, and I said: 'I certainly will prosecute you under our statute if you do not refund to me the overcharge." "Well," he said, "I do not like threats from anybody. We don't generally accede to any threats," Said I: "As far as I am concerned, I do not propose to make any threats; I have simply given you notice. I have stated the fact." They appealed to General Eckert, at New York, and presently the order was issued. What we had overpaid was refunded to us, and we are getting the same rates now that anybody else gets.

Correcting Abuses. Senator Platt-May I ask if you think that Mr. Adams in his management of the Union Pacific intends to remedy all abuses

as fast as it can be done? Mr. Rosewater-I suppose that he does. As far as his talk goes it is very satisfac-tory. I have had a conversation with Mr. Adams and have given him an outline of the complaints here. He said that he would do what he could to bring about a better state of affairs and a better state of feeling between the people and the railroad company. Still I believe we need the protection of the The former manager of the Burlington system, Mr. E. A. Touzalin, said to me one day: "Why do you persist in this antimonopoly agitation, and in forcing this rail-road legislation? We are doing everything we can to develop the state; we are encouraging the settlement of the state, and you know it has increased in population and wealth through our efforts," I admitted that his railroad company had done a good deal to bring about that state of facts, but I said: "I simply liken it to the people of Great Britain. They had good kings. Their kings built highways and harbors and aqueducts and bridges and all sorts of im-provements for the public with the people's money. Having done so they were generally regarded as good kings, but in order to protect themselves against the bad kings that were likely to come, the people of Great Britain enacted certain limitations. These limitations were put into the shape of parliamentary usage and enactment, and they prevented the kings from overstepping the boundary lines and tyrannizing over the people. It is the same thing with the rail-roads," I said, "you do not know today but what your head may be off tomorrow. Gould or some other man may be nere in charge of your road. What we want is pro tection against abuses, and we cannot get it

enator Platt-You do not think, then, that you have corrected all of the abuses

Mr. Rosewater-I think not. I think there is a vast amount of improvement acceded yet that can be had eventually. When we are told, for instance, with regard to the cost of railroads out here, as compared with rail-roads in Iowa and Illinois, I simply answer "We have nothing whatever to do with that. It does not matter how much the railroads cost when they are built, or how much the men who built them fraudulently divided among their own partners. The question is simply this: What can a railroad of equal capacity, with the best equip-ment, be laid down for at this day in this country, and to what extent would that bear any relation to the income and the charges of this road?" It does not seem to me, if I were going to rent a house, that it would be the province of the man who owned the building to point to the fact that twenty-five years ago bricks cost \$20 per I,000 in Omaha—and I remember that I used to pay \$20 a cord for wood here and \$100 a 1,000 for flooring lumber. If that man should say: "That building cost me \$100,000 and I must get reut enough for it to pay the interest on that sum.' my reply would be: "What can such a house be built for today!"

Omaha Roads Practically Noncompeting Senator Platt-Are these two roads, the Burlington & Missouri and the Union Pacific, peting roads here?

Mr. Rosewater-To some extent, but not very much. I question whether they compete very much at this time.
Senator Platt-Suppose they are not competing. It is the case where a great many roads have been built in many parts of the country that one railroad could do nil the business properly and with proper dispatch, and serve the public as fully as is requisite Suppose three railroads have been built and all built on honest capital. You have then three times as much capital invested in railroads between these points as is necessary. What are you going to do? The transportation charges are really a tax upon the public Are you going to tax the public enough to let all three of these railroads live on a fair

#### basis of honest capital or enough only to let one railroad live! There is a problem I would like to have your views about. Limit Railway Construction.

Mr. Rosewater—I have thought of all of that. In my judgment the day has come when we must limit the construction of railroads. I believe that before any railroad is chartered by either the state or national government there should be some inquiry as to the policy of building more railroads, and as to the condition of the country through which the projected railroads pass, and the facilities for travel already existing. I admit that when three railroads ive on one section of the country, where only one railroad can make a respectable living on the money expended, it is a very serious problem. But it is no worse than where three newsparers start in a town where only one is needed, and only one could pay. But when newspapers start, and they find there are too many, they can do one of two things—they can consolidate or they can die-or they can all starve, as they see

fit. But the newspapers cannot tax the public. There is the beauty about that. They can only tax the owners.

Senator Platt-On the other hand the railroad is there.

Mr. Rosewater—The railroad is there, and a railroad toll is in a certain sense a tax. lience the question arises to what extent can a community be subjected to the op-pressive taxing power of the railroad? Another company might build another line from here to the Pacific, although there is no need whatever for it, and it might the pool with these other roads. These railroads must either fight to the death or they must pool. One of these two things is in-Basis for Rate Making.

Senate Platt-Suppose another company should parallel the Union Pacific railroad to San Francisco, with an honest investment property in each one, so far as construc tion is concerned. If the government is going to fix rates, should it fix rates on which both roads can live, based on the honest capitalization, or should it leave it to them to divide what should be sufficient for one to

Mr. Rosewater-In fixing rates it seems to me the question should simply be to what extent can the public be taxed for the traffic they are obliged to carry over the publ highways. If there are more public high-ways than are absolutely needed, the men who invested in those highways must take the consequences. They ought to have brains enough not to put money into rail-They ought to have roads where they can see there must be a loss sooner or later. There are the two problems. Are you going to allow an unlimited number of railroads to be con-structed, and then, just as rapidly as they are completed, allow them to compel the to pay increased rates! It does not seem to me that would be good policy. The policy of the government should be to pro-tect the people against all these needless en-

### IN LOCAL MUSICAL CIRCLES.

croachments.

The annual meeting of the board of directors of the Omaha Opera Festival school for the purpose of electing a board of directors and officers for the ensuing year was held at the rooms of the Omaha Festival school, city hall, on Wednesday, January 10, 1894, at which time the following officers and board of directors were unanimously elected:

Max Maretzek Musical Directo C. Tennant Clary President on, George P. Bemis First Vice President Hon. George P. Benis - First Vice President Mrs. Elia W. Peattle - Second Vice President Max Meyer - Treasurer Mrs. Miliar - Secretary Mrs. T. L. Kimball - Director Max Maretzek, C. F. Goodman, W. J. Connell, Rev. Dr. Joseph T. Duryea, Hon. J. M.

Woolworth, F. T. Kirkendall, Edward Rose-

water, J. R. Buenanan, N. M. Hubbard, jr. Rev. Eewton Mann, Thomas Kilpatrick, Clement Chase, Dr. O. S. Wood. It was unanimously decided to place the entire management of the Omaha Opera Festival school and opera festival season, to be given in April next, in charge of Miss C. C. Tennant Clary, president of the school and the Western Opera association. Miss

management of the season in all its depart ments. As president of the association Miss Clary makes the following announcement for the season of 1894:

Clary therefore will have control and entire

The season will cover April 23, 24, 25, 26, 27, 28 and 29, with a change of opera each night. The company will consist of forty people, including principals, chorus and orchestra, as follows:

Prima donna sopranos, Mme. Marie Tva-very, Miss Carlotta Maconda; prima donna contralto, Miss Helen von Donhoff; first tenors, Mr. Payne Clarke, Baron Berthold; baritones, Percy Averell, S. Dudley; first basso, Conrad Berends. A large chorus augmented by local talent

will materially assist in the productions as well as an augmented orchestra, the whole being under the direction of the veteran director, Max Maretzek. The repertoire will be chosen from the following operas: "Faust," "Trovatore," "Carmen," "Ernani," "Lucia," "Traviata," "Rigoletto," "Martha,"

'Cavelleria Rusticana.' Prices of admission have been decided upon as follows: Single reserve seat and admission, \$1.50: 100 choice seats in the parquet, admitting one person to six performances, will be sold for \$8; subscription to rest of the house admitting one person with selected seat to six performances, \$5. The sale of subscription tickets will be closed on and after April I, and the regular brices will be posited at the Merchants National bank to the credit of the opera fund.

"The Western Opera association," says

Miss Clary in her prospects, "is an as-sociation of western cities for the purpose of giving annually a season of legitimate opera under local management, with a local guaranty fund and is now an established fact. It is no longer a theory. Omaha, where the first season was given last November, is now associated with Denver, Kansas City, Minneapolis, Lincoln and probably Sioux City. In the larger cities one week each is in the larger cities one were.
-in the smaller three days. The posibilities of the plan are recognized by best musicians and musical journals of the east, and the general press of the country have accorded the movement much favorable notice, all of which en-courages me to persevere in making my plan an established practical my plan an established practical fact. To accomplish this I have devoted all my time and energies under all conditions and circumstances-always keeping the enand circumstances—atways keeping the end to be obtained in view. The trial season given last November in Omaha made my subsequent work in other cities a possibil-ity. Last year the amount subscribed rendered it possible for me to bring only five principals and a small chorus, while the orchestra was local, and consequently lim ited in number. Again, only two operas were promised by my prospectus, after which I arranged for a third. This year, in consequence of a longer season, made pos-sible by the associated cities, the company will consist of twelve principals, full chor and orchestra, augmented by an auxiliary local chorus and orchestra, and the repertoire will include six standard operas. To director, Max Maretzek, who has been a res-

ident of this city, and director of the Omaha Opera school, will have charge of all the performances "I also wish to note the fact that with this larger company and repertoire, which in most cases would increase the price of ad-mission, the management is able to lower the price of that charged last year by \$1 for all seats in the house with the exception of 100 seats in the parquet, the price by subscription being \$5 for six nights, tickets transferable. These prices are unprece dented for grand opera, and bring it within the means of the most limited income; at the same time the company consists of artists who have won their spurs in Euro pean musical centers, whose reputation as singers have been acknowledged by the most expert of American critics. This lower price of admission is made possible by the association of cities and the increased sale subscription tickets. It is, therefore, with confidence that, as representative of our board of directors. I present our sub-scription list for the sale of subscription

tickets. "According to an article in the articles of incorporation of the Omaha Operatio Festivan school the season of opera can be given under the management of the school. It is, therefore, even more than last year, a ter of local interest, as the board of di rectors of our school includes some of the mast prominent citizens of Omaha

The school is the result of the first season of opera, although a new institution is meeting its financial obligations even under the present depressed financial condition, and is

instructing some fifty pupils. wish also to call attention to the fact that the classes of other local teachers have not, if I am correctly informed, been affected by the establishment of the school, also that older existing musical societies are still in a flourishing condition and have not, as some of the members anticipated, been destroyed by the advent of the Opera association proving what I claimed from the beginning that Omaha with her population of 140,000 the state of Iowa and Nebraska tributary has long since passed a pioneer and provin cial condition and is sufficiently intellectual

musical and literary to support more than one musical institution. "The full possibilities of this plan for peras will only be realized after several years of organization, when our local associtions are well formed, our local choruses well established and our subscription list large, and when our western cities shall have attained the social conditions, the musical culture and wealth of older eastern cities-until then it is only practical

make the idea of opera possible in time

A Talk with the Anthor of "Phonix." "Is it not strange," said Milton Nobles at the Paxton Tuesday afternoon, "that the public's estimate of a literary production, or of the work of an actor, is so often widely dissimilar to that of the author or artist What he may consider his very best endeavor the public refuse to recognize as such and are far better pleased with what he regards as much inferior. Nasby, for instance; few people know that he produced some very fine literary work and it was the grief of his life that he would not be remembered by what he knew represented his best efforts, but by his peculiar humor and

"So with many actors. Here I am now playing 'Phoenix'—seventeen years old—and it never fails to draw. But I have really done much better work in numerous other plays, the best play I ever wrote being From Sire to Son.

I was grumbling to Jefferson one day about the public's preference for 'Phoenix. when he answered. That is nothing. My playing of 'Rip Van Winkle' is a father to your Phoenix,' yet I must play it.'"
"Mr. Noble, what is the attraction in 'Phoenix' that makes it so popular!"

"Well, I have always thought it was the play-writing episode where 'the villain still pursues her.' There is nothing like it in any other play, and that is what 'caught on'
to the popular favor. There is something
funny about that, too. When I wrote it I
thought it full of humor. But it is hard to feel the public pulse. I was not certain of my ground. At rohearsal Loften said I may 'cut that out.' When we went on for the last rehearsal before the 'first night' I had the 'cues' so arranged that at the last mo-ment I could cut 'the villain still pursues her' story. But I did not, and that proved to be the very thing the public wanted. After all these years it never seems to pall upon the taste."

Then the conversation drifted to that dead prince of actors, Edwin Booth, with whom Nobles traveled when a boy. He related in an interesting manner the way in which the Booth and Barrett combination was formed, giving it almost in Barrett's wn words. The latter had just returned to own words. The latter had just returned to New York city, after filling a successful en-gagement, and meeting Booth on the street greeted him with: "Hello! Teddy!" (for be-tween them it was always "Teddy" and 'Larry''), "you look tired. What is the matter "Oh, I am all worn out with this constant

rehearsing," answered Booth. "I have a great mind to retire from the stage and ever set my foot upon it again."
"Why do you not let me manage your business for you!" asked Barrett.

"Why! will you!" eagerly inquired Booth. "Yes, gladig," was the reply. And then both retired to the club room and the whole arrangement was made in thirty minutes, and not a scrap of written contract was ever drawn up, and never was there more har-monious work between two people of such opposite natures. Barrett, exacting of his whole company at rehearsals, Booth seemingly indifferent but able to command atten ion by a glare of his eye. It was easy to see that Milton Nobles

cherished most loving memories of Edwin Booth, as he continued: "Theater-goers of the last fifteen years could not fairly judge Booth by his acting, though it was always good. But the hervous tension, that once marked his work, of late years ap-peared only now and then. It might have been seen and felt in one act of the play not more. Why, the man could not have lived and played as he once did. The mind would have worn out the body. I saw him at his best, when, by his powerful magnetism, he swayed his andience to smiles or tears, and after carrying them to the climax of emotional intensity, they would sink back into their seats exhausted like him." Booth and Barrett could not be compared

The first was a genius, the latter an artist."
"It is a fact." said Mr. Noble, "that the
dramatic stage is now overcrowded by inferior people. Many society ladies of New ferior people. Many society indies of New York city. Boston. Philadelphia and other eastern cities become 'stage struck,' and having money are willing to furnish their own wardrobe and even pay expenses in order to be allowed to 'act.' Some have talent and are pushed into 'leads.' Those having no talent are given minor roles. Thus, it is becoming harder for a person with talent and no money to obtain a foothold, though it cannot be doubted that real artistic ability once given a hearing is bound to come to the front. "When I come to Omaha I meet many old

friends. Years ago I played in the old Academy of Music, which is now 'Rescue Hall.' The old Boyd was a neat little house to play in. But it was a good thing it burned. Being upstairs, it was a firetrap

Dramatical and Musical Entertainment. One of the most enjoyable and instructive events which has occurred this season was the initial number of a course of lectures and entertainments given under the auspices of the Benson Epworth league at Benson town hall last Friday evening by Mr. and Mrs. Lyman Searl, assisted by Mrs. John Isenhart. After a brief address by Mr. J. R. Barr the following program was r

Ù.	Dati the following program was tendered.
y h	PART L
	The Feast
	Lyman Searl.
g	The Better Land Vocal solo
11	How Ruby Played
s	Kiss and Let's Make Up-Vocal solo Harris Mrs. Searl.
n V	Selected Lyman Searl.
2	Spartacus (Improved)
e	Auntie-Vocal solo
8	The Blacksmith's StoryFrank Olive
s r	A Dream of Love Whistling solo Spenser
	Mrs. Searl. Selected Lyman Searl. Apple Blossoms—Whistling solo.
5	Mrs. Searl.
y.	Green Mountain Justice
0	Mrs. Searl has mastered the subtle mys-

tery of the school boy's whistle and can send out a thrill of melody that would make a mocking bird envious, as was evinced or this occasion. Mr. Searl's recitations were given in

very pleasing manner, which displayed to a good advantage the talent and dramati Mrs. John Isenhart's playing won ever heart. Her touch and harmonic effects were exquisite and her strength and purity of tone unusually fine.

Mrs. Frances Moeller, who will leave shortly for Sacramento, Cal., on account of the serious illness of her young son, will be tendered a farewell benefit by the leading musicians of the city Thursday evening January 18, at Metropolitan hall. Mrs Moeller has been part of the musical life of Omaha for a number of years, her ability as a contralto being un questioned. She has taken par in many entertainments given for charitable urposes, believing that the true artis hould always be found willing to aid in any movement having for its object the better ment of social conditions. Now that Mrs Moeller is to leave Omaha her benefit should be made a complete success, financially, as it will be artistically, the program which lows warranting an audience that will test

the capacity of the house: PROGRAM. 

Alto solo—Dost Thor Know that Sweet
Land (Mignon) Thomas
Mrs. Moeller.
Tenor solo—A Violet in Her Lovely
Hair. Campion Mr. W. B. Wilkins. Mr. W. H. Waller Moscard (a) Serenata . Moscard (b) Hugarian Dance, No. 5 . Brahms Joachim Violin solo

Mr. Charles Higgins.

Soprano solo (d) Heart's Delight. Gilchrist (b) The Gypsy Girl. Donfzett Mrs. J. W. Cotton.

Bass solo—Tny Sentinel am I. Watson Mr. Jules Lumbard.

Quartet—The Sea Hath Its Pearls. Pinsut Mrs. Cotton. Mrs. Moeiler, Mr. Wilkins, Mr. Lumbard.

Mr. J. E. Butler has volunteered to play all the accompaniments on this occasion, a by no means small task.

DeWitt's Witch Hazer saive cures piles. Cleveland union carpenters who have ork are paying 25 cents a week to aid the

# NEBRASKA LABOR CONGRESS

Convenes in Omaha Teday with Important Business Before It.

QUESTIONS THAT WILL BE CONSIDERED

The Plate Glass company at Creighton, Pa. has resumed operations after arranging with its employes to accept a reduction of What is Said in Labor Circles About th New Union Depot Scheme-Plea for là per cent in wages. Enforcement of Laws-The New York State Labor congress which met in Albany last Wednesday adopted resolutions favoring the enforce-Labor Notes.

The meeting of the Nebraska State Labor congress, which convenes in Patterson's hall in this city today at 1 o'clock, has been tooked forward to as one of the important events in labor circles of the state. Several of the visiting delegates arrived in the city yesterday and

nore are coming on today's trains. The constitution of the congress provides hat all industrial organizations in the state shall be entitled to representation in the conventions of the congress, and at this meeting there will be several delegates from various sub-alliances throughout the state The farmers have never taken any part ic the deliberations of the congress heretofore as the constitution did not provide for then admission until it was amended at the genoral meeting held last July in Lincoln.

Several live subjects will come up for con sideration today, chief among which will be the question just how far the congress shall act politically as a body.

Some difference of opinion exists among the delegates as to the proper method to be adopted to bring about various reforms which are being demanded in the interest of labor. Many of the delegates are of the opinion that all the labor forces should be centered on only two or three of the leading questions, and that among these should be the proposition to abelish the contract system on public works and substitute what is known as the day labor system. On this question all labor organizations seem to be clearly united, and all can work together

that far without the least fric-tion. Another subject that is likely to receive considerable attention at this meeting is the proposition to estab-lish organizations in all the small towns of the state. It is argued that if the state congress would issue charters to what might be called local Nebraska unions they would result in great good to all labor organizations through the education that could in this way be given to the at present unorgan ized workers. The proposition is to elect ar organizer to cover the state during the year and in small towns where there are only two or three persons to each trade the plat is to get them all together and form a mixed union. In this way the workers in the small towns would be in touch with their fellow workers in the large cities and would not, it is claimed, go to the large cities in times of labor troubles to compete with The Knights of Labor delegates will prob

ably insist that in cases where there are not enough of one trade to organize a trades union, a mixed assembly of their organiza uid be established instead of the proposed Nebraska union. There seems to be a general opinion among the delegates that one or the other of these methods should be odopted in order to reach the un organized people in the small towns.

### Union Depot Talk.

The proposition to build a new union depoin Omaha is one of the chief topics of dis cussion in labor circles. It is noticeable that the building trades, as a rule, favor the proposition, while many of the other trades oppose the issue of bonds on general princi ples. It is thought by some of the labo eaders that the city should vote bonds and build the structure itself, while others do not think it practicable at this time for the city to build and own the depot. The dif-ference of opinion in regard to this matter is pretty well divided at this time.

The members of the building trades union

are very anxious to have the building started as soon as possible and maintain that if the new depot was started there would be several other buildings started at he same time. bundance of work for the men who are now

idle and wishing for work.

The amount of building, paving and other work that would be furnished by the start ing of the new union depot, it is claimed would afford employment for all of Omaha's workers for the coming year, which is a book very much desired just at this time by every

# Wants Labor Laws Enforced.

J. R. Simpson, a prominent labor leader of l'ennessee, has written an article which was published in one of the Nashville labor papers, advocating that the working people all over the country make an attempt during the present year to establish funds with which to employ able lawyers to prosecute all violations of labor laws. He argues that there are enough good laws now if they were only all enforced, and does not consider it advisable to spend any more time and mone in trying to get new laws passed until the present one are made effective. He gives as his opinion that if the work ing people would stick together and employ logal counsel and pay them well for their work the lawyers so employed would work as faithfully for the laboring people as

### they do when employed by corporations. Labor Notes.

Over 400 men are idle and destitute a Almy, Wyo. The organized cooks will form a national trades assembly.

A Central Labor union has been organized at Nashviile, Tenn. Work has been resumed at the mines near Cripple Creek, Colo. The El Maro. Colo., coke ovens 'are now

unning on full time. The Wauket mills at Providence, R. I. nave started up again.

Prof. Richart T. Ely is preparing a history of the labor movement. The employes of the Santa Fe have re ceived all their back pay.

The Empire woolen mill at Clayville, N. Y. has closed down indefinitely. F. B. Vincent of Pittsburg has written i book on the late Homestead trouble. Two thousand are idle and 3,000 are work

ing on short time at Harrisburg, Pa. Andrew Carnegie has ordered his mills to be kept running during the present year. Over 800 men were put to work last wee in the knitting mills at Amsterdam, N. Coolie labor in San Francisco has greatly injured the Cigarmakers union in that city John Magee, member of Knights of Labor

assembly, No. 2462, at Wardner, Idaho, i

The convention of miners at Dubois, Pa., decided to join the United Mine Workers The Clinton rolling mill at Pittsburg has given notice of a reduction in wages

per cent.

The situation of the unemployed was dis ussed last week in the British House of Commons. It is reported that about ninety miners have lately been out to work at the Glen-

A 30 per cent reduction is what now faces e employes of the Unicorn Silk works at Colasauqua, Pa. A large shoe factory will reopen tomorrow at Tarrytown, N. Y. This will give 400 per-

ons employment. Two large furniture factories at Galliapolis O., have started up again after a three onths shut down. A reduction of 10 per cent has been made

at the Hunter Machine company's works of North Adams, Mass. District Assembly No. 30 of the Knights of Labor is still at war with the Plymouth

for this, of course. Let me know what you think of it. The owner of Blank's folding bed has not yet heard from Mr. Jefferson." Rock Pants company. The United Garment Workers have dopted a label that will be found on all the

products of their labor. The Best Pluster. Fifteen hundred men have been given For pain in the chest there is nothing bet-ter than a flannel cloth saturated with Cham-berlain's Pain Balm and bound over the seat work by the resumption of the iron and steel milis at Martin's Ferry, O. The machine wood workers of Omaha of pain. For sale by druggists.

complain that work that properly belongs in Omaha is being done in other cities. The Central Trades and Labor assembly

The women in the employ of the American Watch company have signed a petition to

the manager of the company assing that no

The trouble between National Trades As-sembly No. 216 and the Plant Shoe company

An article in the Journal of the Knights of

tories that have resumed business have done so after reducing the former wages of em-

The employes of Saler, Lewin & Co.'s

shoe factory at Philadelphia have gone out on a strike against a reduction of wages.

The employes were formerly making \$7 to

A. portrait of J. M. Kenny of Omaha ap-

pears in last week's issue of the Journal of the Knights of Labor. Mr. Kenny is now a

is filling the position of traveling organizer

Laramie City, Wyo., has resumed its offer

o Denver capitalists to build glass works at aramio. It offers 1,000 acres of land and

\$15,000 in cash, the works to give employ ment to not less than 300 persons. The plant

Grand Master Workman Sovereign says

"The great trouble with this country lies in the fact that the average American states

man has a soft hand, a hard heart, a sup-pery tongue, a rough soul, a tubful of stom-ach and a thimbleful of brains. And the

The wage scale made by the coke opera tors of Connellsville in 1890 will expire Feb

ruary 1. The workers are now trying to get the operators to renew the old agreemen when it expires. They are said to be will

ing to accept a slight reduction, but will strongly oppose any reduction exceeding 5 of

Knights of Labor assembly No. 1, located

at Philadelphia, officially denies the report that it has been losing members on account

of the defeat of Powderly. The denial closes as follows: "This assembly has the

utmost confidence in the recently elected

general officers and will accord them its

in speaking of the order served upon him

at the instance of the Northern Pacific rail-road, General Master Workman Sovereign

says: "The document would put to shame even the czar of Russia. It places the

United States government with the army

and navy in the defense of the Northern Pa

cific railroad and its officers and receivers

as against the working people, without regard as to what their claims or cause might

be. It is another strike at civil liberty in

this country that will meet with universal indignation on the part of all fair-minded

DeWitt's Witch Hazel saive cures piles.

MUSICAL AND DRAMATIC NOTES.

Jacob Schaeffer is to play billiards in a va-

Louis James will part company with Fred-

erick Warde at the end of the season, and thereafter devote himself to comedy.

"Americans Abroad." which Sardou wrote

expressly for Daniel Frohman, is said to

Mile. Zelie de Lussan's success as the

impression in the operatic circles of the

cities included in the Carl Rosa company's

Miss Lillian Russell has bought a new

opera, entitled "Cleopatra." The libretto is by Phillip and is being translated into Eng-lish by Alexander Neumann. Gus Kerker is

William Winter is writing a biography of

Patti will give two concerts in Chicago at

onsidering the attraction the prices are

John Drew begins a three weeks engage

ment in Chicago on Monday, opening in his new comedy, "The Butterflies," which had

its first stage production three weeks ago in

Boston, where it scored an instantaneous

William F. Lavin, tenor, and his handsome

wife, Mary Howe, who have remained abroad two years, having just concluded a series of

concerts in Berlin, sail for America February

and inaugurate a concert season early in

Benjamin Jarecki, a young American

pianist, made his professional debut at Chickering hall, New York, Wednesday, He is a native of Denver, and when only 7

years old appeared in New York as a musi

It is reported that Daniel Frohman has

just accepted a new and as yet unnamed three-act comedy by Arthur Wing Pinero whose play, "The Second Mrs. Tanqueray,"

has placed him at the head of English

Irving's eight weeks' engagement at Abbey'

theater in New York, which consisted of fifty-four performances, yielded him in gross

0 per cent than Mr. Irving ever received in

The trustees of a church and a college are

opposing the erection of a theater close to them in Washington, notwithstanding the

play house is designed to be of the best

grade, but the first developments in court indicate that the objections have no legal

William J. Scanlan, the Irish comedian

was visited by several friends and relatives

Roland Reed having completely recovered

Monday resumed his tour in Buffalo, where

he produced for the first time a comedy called "Dakota." The play, which was originally written for William H. Crane, is a satire on the divorce taws of the two Da-

kotas, and is said to have very funny scenes

The recent controversy between Walter

theater, he found among his mail one morning a letter from a furniture man. The

epistle, which was written on a letter head adorned with a large cut of a folding bed,

'closed' and 'opened,' read as follows: 'Nir Jefferson-Sir: I saw you play "Rip Van Winklo" last night, and I have a proposition to make to you. When the curtain goes up on the third act, and you rise all stiff and

sore after your long sleep, you might say a few words something like this: 'On how stiff I am! If I had only slept last night on

one of Blank's patent folding beds, warranted safe, durable and comfortable, how much better I would feel this morn-

ng!" I think it would bring down the ouse. Now, I am willing to pay you well

at Bloomingdale Insane asylum on Christ-

but mentally prostrated, and he

probably live more than a few months.

ount \$185,000, which is greater by nearly

Eastern press reports say that Henry

the Auditorium, on Thursday evening, Janu

ary 18, and Saturday afternoon, January 20

Joseph Jefferson that can hardly fail to be replete with interesting facts felicitously

have netted the author \$40,000 in royalties.

Nedda of "Pagliacci" has created a

riety farce next season.

our in England.

March.

cal prodigy.

dramatists.

New York.

weight.

and situations.

York from a trip to Canada.

doing the music for it.

cent book about Edwin Booth

fixed at a reasonable standard.

votes of working people elect them.

ember of the general executive

has not yet been settled. Another attempt at a settlement will be made this week.

Labor announces that nearly all of the

time ago

ployes.

\$3 per week

for the board.

10 per cent

hearty support.

may be established.

ment of all labor laws.

further cut be made in wages.

AMONG THE INSURANCE MEN at Dayton, O., massed resolutions denouncing the action of Judge Jenkins of Milwaukee Statistics of Fires During the Year in Some of the hat manufacturers at Danbury. Conn., are going to move their establishments to get away from the labor fight. America and Canada.

A co-operative manufacturing company at St. Louis has declared a dividend of 7 BLAZES THAT TERRORIZED UNDERWRITERS cent and will restore the wages reduced some

> Inspection in Omaha Improved-Life Underwriters Rustling in the Rural Distriets for Business-Week of Local

> > Events-News Notes.

The Board of Fire and Police Commissioners of this city has adopted the suggestion recently made by Mr. Hartman and the Commercial club and improved the system of inspection. Chief Galligan and his assistants with a detail from the police denartment have been busily engaged in preventing fires by a vigorous crusade against careless dumping of asnes, and inculcating caution among property owners, tenants and merchants throughout the city. The result has been a gratifying one. This system of inspection and maintenance of vigilance, together with the anticipated arrival of a new fire engine, has somewhat pacified the fire underwriters, and it is said upon excellent authority that the threatened 20 per cent advance has been shelved for the present, Rates in general have been raised at over the state with the exception of Omaha, but the business men of this city are not in-dulging in any congratulatory embraces for fear that the much dreaded raise will bob up in the near future.

Some December Losses. The fire losses for the last two weeks of December in Omaha were as follows: George Siseman, saloon building. \$1,200; \$600 each in Citizens and American of Soston. Not adjusted. S. Brodkey, stock. Loss, \$47,25. Loss to

ompanies: Granite State, \$12.15; American of New York, \$21.60; Milwaukee Mechanics, \$13.50. Not adjusted. Carey & Co., saloou, stock and fixtures. Insured in New Hampshire, \$1,500, adjusted

It Was a Year of Blazes,

The fire losses in the United States and Canada during 1893, as compiled from daily records, show a total of \$156,445,875. The December losses amounted to \$12,105,475, The total for 1803 exceeds that of 1802 by \$23,700,000 and that of 1891 by \$18,700,000.

According to the rules of moral hazard, it might have been expected that the utter prostration of business for the last six months would have 'largely increased the losses, but the comparison shows that the losses for that period were \$70,000,000, against \$80,000,000 for the first half, and that they were only about \$3,000,000 over those for the last half of 1892 and 1891, respectively. In New York last year there were 4,132 fires, causing a loss of \$5,630,937. There were thirteen arrests for arson during the year. Three of the persons arrested were convicted, one pleaded guilty, and one was sent to an insane asylum, while two were discharged and six are still awaiting trial. The loss by fire in the city of Boston last year was \$5,300,000. According to the report of the fire department of Chicago the losses in 1893 amounted to \$3,082,425, against \$1,521,-445 in 1892. The total insurance involved was \$179.644,044 in 1893, while in 1892 it was \$65,535,291. There were 2,892 fires in Massachusetts during the past year. The number which extended beyond the building in which they originated were 2,259. London had the same number of lires and only six extended beyond the building.

Mr. McCatt on Lloyds.

It appears that the managers of the Assurance Lloyds of America were all ready recently to pay a dividend of \$77,000, when John A. McCall, one of the subscribers, suggested that they ascertain first whether they had earned such an amount of money, says the Investigator. The outcome of the suggestion was Mr. Whiting's examination, which showed an impairment of \$144,434. Mr. McCail admits that he doesn't approve of the Lloyds system of insurance, and became a subscriber in this instance to take the place of a member who was compelled to retire. He further says:

"My experience teaches me that the orly vay to run an insurance company, or any other organization, is to guide and manage it by sound, sensible business views, and the Lloyds certainly cannot expect to command public confidence until they conduct their affairs on the same sound principles that

prevail with insurance corporations." Insurance trems.

Vermont fire underwriters will form a state organization.

Harry Stuart of the Hanover has taken rooms at the Merchants. H. D. Neely of the Equitable is out in the state "hitting the high places."

E. J. B. Hayward of the Massachusetts Mutual is rustling in the rural districts. The next regular meeting of the Omaha Life Underwriters will be held February 5 The Prudential gave an enjoyable banquet

to its employes at the Commercial club last evening Walter H. Green, the cashier of the Massachusetts Mutual, will remain with th Omaha agency.

O. H. Jeffries is said to have made a paloable hit on the Pacific coast with his famous leming story. H. R. Gould of the Phoenix Mutual has

een over the state working with his local agents during the past week. F. M. Weitzel, manager for the State Mutual at Lincoln, was in Omaha visiting the

general agency on Wednesday. Last year 6,638 persons were killed by miscellaneous accidents, 4,603 in railroad acci-dents, and 6,000 in disasters on water. Records show that the fire losses all over

the country from January 1 to the 6th inst. were \$2,578.500, and the insurance carried was \$1,239,300. J. W. Craig, formerly of THE BEE, but now of the State Mutual, will go out through the state next week to do some business with

his many frients. The Connecticut Fire Insurance company has abandoned its second agency in this city. C. Kaufman will look after the local interests of the company.

mas day. Mrs. Scanian was among the visitors, and her greeting appeared to brighten Scanian. He is physically strong, Colorado papers glory in the fact that the net returns of the insurance department, up to December 1, were \$18,502.56, an increase from the severe illness which obliged him to interrupt his season several weeks ago, last of \$7,181 over the preceding year.

The Canada Accident Insurance company is running a trolley car accident policy which indemnifies the holder for injuries received while walking, riding or driving, from the troiley system. The Missouri court of appeals has decided

that a person holding a life insurance policy, and the beneficiary thereof, may assign the olicy notwithstanding a stipulation therein that it is not assignable. The Niagara and Caledonia have estab-

Damrosch's Symphony orchestra and the New York Musical union and the consequent publicity of the affair in the papers have caused a great demand for the services of lished a mountain department at Denvir under the management of Messes. Cobb, Mr. Anton Hegner, the imported 'cellist, wh has been the "bone of contention" in th Wilson & Co., as general agents. The fol-lowing states will report there: Colorado, Kansas, Nebraska, New Mexico, Wyoming, whole affair, for concerts and private musi-cales. He has received calls from all parts Montana and probably the Dakotas. of the country and has just returned to New The Pacific Insurance union has suspended "Several weeks ago." says the Philadelphia Record, "when Mr. Jefferson was playing 'Rip Van Winkle' at the Walnut Street

mtil March 1.1895, the charge of a 10 per cent tax on all insurance policies issued by union companies in Oregon. In the meantime the merchants are to try to secure the repeal of the valued policy law in that state, which occasioned the imposition of the tax. The Delaware and Reliance has closed its

general agency in Omaha. This has neces-sitated a distribution of the field force. John S. Barrow becomes special agent for Onio, Indiana, Michigan, Kentucky and Tennessee; George Deviu, special agent for Illinois, Wisconsin and Minnesota, Harry Whittock, special agent for Iowa, Missouri, Nebraska, Kansas and Colorado; Mr. S. E. Cate, general special agent and adjuster for the entire

In Germany, says the Insurance Circular the police take a considerable interest in fire insurance. They keep particulars of each proposal and no policy may be delivered until the insurance has been approved and recorded in the police registers. A small fee is charged for the registration, and the arrangement is effective in preventing overinsurance and in reducing the moral hazard to the police authorities within a specified