

The World's Fair.

WASHINGTON, March 18.—There was another five meeting of the world's fair committee to-day. Messrs Frank Missouri and Stivers of New York were absent from the city and Wilson was engaged in the ballot box investigation. As a consequence Chicago temporarily lost two of the members favorable to her and the committee was tied up so as to be unable to make any progress. When section 8, which leaves blank the date for holding the fair, was reached, Chairman Candler proposed to fill in the blank so as to provide for a dedication and celebration on October 12, 1895, and for holding the fair in 1893. When the question was put on Candler's motion the members of the committee refused to vote and it was at last agreed that the dates be filled in so as to require the fair to open April 10, 1892, and close in October of the same year. The entire bill was then read over and agreed upon with the exception of section 5, which will be acted upon at another meeting to be held to-morrow.

Belden called up his motion relative to the \$10,000,000 fund and there was an animated discussion. The Chicago men insisted upon the sufficiency of the subscription list. The Chairman produced a list of names, to which the New Yorkers objected on the ground that the names were unattached to the heading and therefore the list was worthless financially. The Chicago men explained that this list was a copy of the original list which was properly headed and had been seen by the chairman and the sub-committee. This failed to satisfy the New York representative. Springer remarked in a facetious manner that he and Hitt would assume the \$10,000,000 obligation and reminded Flower and Belden that they had tried to bluff the house by the same remark when the bill was under discussion.

Reports from the Floods.

St. Louis, March 16.—Reports from the lower Mississippi regarding the flood say that part of the country between the Arkansas line and Vicksburg, on both sides of the river, is in imminent danger of inundation. The water is running over the Arkansas levees in several places and they have been abandoned. This means that the Tennessee basin in Louisiana will be flooded. All efforts are being concentrated to save the levees in Louisiana between Vicksburg and the Arkansas line and those on the Mississippi shore between Vicksburg and Greenville. On each of the rivers the most heroic actions have been made for weeks and are now being redoubled. Rain has fallen in torrents everywhere. At all the endangered points work is kept up day and night, live stock and movables are being taken to places of safety. Over 200 miles of levees are endangered and a general overflow is considered inevitable. There is no cause to apprehend the loss of life, but the destruction of property will be great.

A dispatch from Natchez says seven inches of rain fell there during forty-eight hours and it still continues. The planters in the low lands are counting upon their plantations being overflowed, as they expect a break at any moment in the week in the levees below Lake Providence. This would send the water to the Tennessee basin and flood the plantations all the way to the mouth of the Red river. Later reports from the levees indicate that a general overflow into the Louisiana and lower Yazoo delta may be expected.

Flood Damage.

NEW ORLEANS, March 17.—The Times-Democrat's Vicksburg special says: A personal visit made to Raleigh and Pecan Grove satisfied your correspondent that the reports had not been exaggerated as to the extent of the damage. At 3 o'clock to-day the crevasse was 1,000 feet or more wide and the ends were caving in so rapidly that it was foolhardy to approach them. The levee is nearly fifteen feet high and the immense volume of water was rushing through it in a stream ten or more feet deep. The extent of the crevasse and the immense amount of water delivered by it may be estimated by the fact that in the twenty-four hours ending this evening the river has fallen three inches at Vicksburg and four inches at Lake Providence, though rising steadily prior to the crevasse.

Holding an Inquiry.

New York, March 18.—The naval court of inquiry to examine into the charge made against Commander Bowman H. McCallie, of the United States steamer Enterprise, was opened at the Brooklyn navy yard this morning.

After the court had organized the members proceeded aboard the Enterprise and Admiral Kimberly called on all the officers and crew who had any complaints to make to come forward. About a dozen men stepped out of the mess and their names taken down. The court then adjourned.

Committed Suicide.

HARRISON, Pa., March 18.—A young girl named Ella Cagle committed suicide at Harrison to-day. She was evidently an inmate of her hospital by a man whose name she gives in a pathetic letter to her parents.

THE CORN RATE.

Interesting Letters from Three Distinguished Nebraskans.

HOLDREGE to LEASE.

OMAHA, Neb., March 13.—To Hon. William Lease, Lincoln, Neb.—Dear Sir: You have caused to be published in the newspapers a so-called complaint against the railroads of Nebraska, before the interstate commerce commission, which in all its important charges, is either false or misleading. I address this letter to you trusting that your regard for the truth may lead you to either destroy the complaint without presenting it to the members of the interstate commerce commission when they arrive here this week, or to correct the misstatements before filing it.

The people in this state, for their own interest, desire that the railroads which serve them should maintain good tracks and offer good accommodations for both freight and passenger business. As a railroad commissioner or member of the state board of transportation, it is your duty to deal justice to all interested. If you will pause in your unwarranted raid upon the railroads to consider the facts herein mentioned, the proof for which is and has been in your reach at any time, you will find that it is due to the public and the railroads that you should retract the false charges that you have made in this complaint and at other times for the public ear.

You allege that since the interstate commerce law took effect rates upon Nebraska railroads have been "greatly increased." The reverse is true.

You allege that, taking into consideration the rebates prior to the interstate commerce law, the rates upon corn in particular, were less before the law took effect than now. The fact is that, deducting the customary rebates from the tariff rates prior to the law, the net result gave considerably higher rates before the law took effect than now. If you base your statement on figures prevailing during some temporary rare or emergency of competition, it is scarcely worthy of serious consideration.

You allege that the net rate from Lincoln before the law took effect was 14 cents per 100. This statement is untrue.

You allege that the rates upon corn from Nebraska points to Chicago are so high, unreasonable, exorbitant and excessive that the producers of Nebraska are unable to ship their corn to said market and said exorbitant and excessive rates amount to prohibition upon corn shipments. You contradict this latter statement yourself in a paragraph of your complaint headed "Third Cause of Action," wherein you state that the roads have neglected and refused to furnish a sufficient number of cars for the transportation of corn offered for shipment from points in Nebraska to points without the state. For four weeks following February 15, upon which date a reduction of 10 per cent was made in the corn rate, and during which period you state the rate is prohibitory, from twenty thousand to thirty thousand car loads have been moved from Nebraska points, or more than 12,000,000 bushels. The reduction of 10 per cent made by the railroads upon these shipments amounts to \$200,000 in four weeks.

Your complaint, furthermore, that the rates charged by Nebraska railroads are excessive can be refuted by what you yourself have at different times admitted to be a fair measure of reasonable rates. You have admitted that railroads should be permitted to earn a fair rate of interest upon cost, or a fair valuation. The sworn statement of all of the railroads of Nebraska in the state auditor's office show that in 1887 there were 4,621.83 miles of railroad in the state; that their net earnings in 1887 amounted to \$7,007,360.00. With their buildings, shops, tools, cars, engines and terminal facilities, I do not believe the railroads of this state can be duplicated for \$25,000 per mile at the present time. If it should be admitted for the sake of the argument that \$25,000 per mile is a fair valuation, this would give a total valuation of \$115,545,750. The railroads earned in 1887 6.1 per cent upon its valuation. In 1888 the mileage was 5,011.71 miles, which, at \$25,000 per mile, would give a valuation of \$125,292,500. The net earnings of all railroads in Nebraska in 1888 amounted to \$5,292,570.92, showing 4 per cent on this valuation. If, to make the matter still clearer, we should admit that the railroads of this state are worth only \$20,000 per mile, the interest earned in 1888 upon that valuation would be only 5.3 per cent, out of which the interest on the bonded indebtedness must be paid before the stockholders could receive anything.

Since 1888 rates have been materially decreased, and it is not probable that the showing for 1890 for the railroads will be as favorable as that of 1889.

You certainly, considering these facts should not ask for a further reduction in rates at the present time.

The railroads of Nebraska have, at different times, voluntarily reduced the through rates upon corn and other products. The corn rate for example, from Hastings, Neb., to Chicago has been reduced from 49 cents per 100 in 1875, to 34 cents in 1876, to 28 cents in 1885, to 25 cents in 1887, and to 23 1/2 cents per 100 of the present time, which is 2 1/2 cents per 100 higher than the rate from western Iowa points.

The present rate from western Iowa and from Missouri river points to Chicago upon corn is 30 cents per 100. This rate is made upon a basis that is lower than the tariffs of Illinois and Iowa, which are universally admitted to be low. The same rate of 30 cents per 100 is extended westward for Nebraska points sixty miles from the Missouri river, and only 5 cents per 100 is added to Iowa rates in forming through rates from the most distant Nebraska points to Chicago, the maximum rate upon corn from Nebraska points now being 25 cents per 100, or about one-half as much per ton per mile from western Nebraska points to Chicago as is charged from central Iowa points to Chicago.

As tonnage increases in the future the railroads will doubtless continue to make similar gradual reductions upon the products of this state, when they can afford to do so. These future reductions will certainly be materially interfered with or entirely prevented if the states of Iowa and Nebraska continue to force down rates upon general merchandise, accomplishing thereby no practical good for the producers, but preventing the reductions he desires.

Your resolution, repeatedly introduced at the meeting of the state board of transportation, if enforced would not reduce rates upon corn or the important products of this state to Chicago or eastern markets—the rates now added to the Iowa rates in forming the through rates from Nebraska points to the markets being much less than the local Iowa tariff. Your resolution, therefore, if enforced would do harm to the farmers of Nebraska, for the reason that if you lower the tariff upon general merchandise, upon which the average farmer pays in a year probably less than \$1.50 per man, you will cripple the railroads in their power to carry the products of this state at low rates in the future, upon which many individual farmers pay from \$1,000 to \$2,000 per year.

To summarize this whole matter, your complaint before the interstate commerce commission is based upon misapprehension and misstatements. Your demand upon the state board of transportation for lower rates if carried out to the letter, can accomplish no practical good for this state, but will interfere with its future growth and prosperity.

I venture to suggest that your duty as a railroad commissioner requires you to protect railroad property as well as other property in this state. Railroads are certainly important to this country. They have done more to enhance the value of farm property than any other agency. The western counties are anxious for more railroads today. Railroad construction in this state has been completely stopped, largely on account of their places of residence, and I will select my witnesses from count of the raid upon railroads which you have led for several years past. I would futher say that the cry of "Crucify Him," although it may be started by priests and scribes and followed by the populace, is not always right.

Yours Truly,
G. W. HOLDREGE,
Gen'l. Manager B. & M. R. R. Co.

LEASE'S REPLY.

LINCOLN, Neb., March 14.—To George W. Holdrege, Omaha, Neb.—Dear Sir: Your communication has been received, and in answer thereto I will say that I will prove every allegation alleged in my petition before the interstate commerce commission.

The board of transportation ordered me to commence proceedings before the interstate commerce commission, and I have done so. I have gathered up what testimony I could since that time and formulated a complaint. The witnesses that I have talked to will make the same statements before the commission.

In regard to the watered stock, I have asked the commission to require these defendants to furnish a list of the stock them on this proposition and prove by them that the stock upon which they are receiving big dividends did not cost them a single dollar.

The case before the board of transportation today will prove one allegation where they refused to furnish cars. It is sufficient to say that when the question is at issue I will be on hand.

WILLIAM LEASE.

GOV. THAYER TO THE RAILROAD MANAGERS.—STATE OF NEBRASKA, EXECUTIVE DEPARTMENT, LINCOLN, March 14, 1890.—To the Interstate Commerce Railway Association: When you made a reduction of 1 1/2 cents per bush on corn to Chicago, it was given out at once that the price of corn would be reduced by just so much as the freight rate on corn was reduced. In other words, that the farmers would not have any benefit from the reduction. Well, the gamblers, speculators and railroad men owning elevators in Chicago, never intended they should. You made a nominal reduction, and the price of corn went down just that much. Then those who predicted a depression of corn were enabled to say, "I told you so," and the railroads were enabled to say that any lowering of corn rates which we may make will bring no good to the farmer. The men in Chicago to whom I have referred were ready to stand the risk of bearing down corn according to the trifling lessening of the rate made. But had you made a reduction of 5 cents per hundred as I demanded, there were not men enough, speculators, gamblers, dealers in futures and boards of trade in

Chicago to have dared to break the market. They would never have dared to depress the price of corn at that rate. On the contrary, self preservation would have compelled them to stiffen the market and send up the price of corn.

I was not at all satisfied with the reduction made, and waited to see the result which is by no means satisfactory. I now renew my demand at a much higher figure, namely, a reduction of 10 cents a hundred pounds from points in Nebraska to Chicago. I am convinced that the freight rate then remaining will pay a fair profit to the companies.

The railroads are now prosperous, and have been prospering; their receipts show this; they are paying dividends; while the condition of the farmers has been growing worse. They are depressed. You depress them because you deprive them of the means of getting their corn to market at a living price. This state of things must not, cannot continue. You are inflicting a great and grievous wrong upon the farmers. They have a right to their full share of the prosperity is enjoyed at the expense of the farmers.

The people of Nebraska do not want to fight the railroads; they desire that the railroads shall prosper, but they demand also that the railroads shall no longer oppress them as they have done. They demand that the roads shall give them fair and reasonable rates so that they may obtain a just return for their labors and investment.

The people are aroused now as they never were before. The farmers of Nebraska are aroused now as they never were before. They demand justice and just treatment and will not cease that demand till they get it. I again warn you of the disastrous consequences to the roads if their just demand is refused. I say this not by way of a threat, but as a friendly warning. Respectfully,
JOHN M. THAYER.

Have Rendered a Decision.

WASHINGTON, March 18.—The United States supreme court to-day rendered a decision in an interesting case growing out of the acts of the fifteenth session of the Idaho Legislature. The appellants alleged that they declared the council and house of representatives adjourned at midnight after a session of sixty days, this being the limit of the legislative session under the congressional law. They assert that some of the members of each house remained behind, elected new presiding officers and passed a number of acts. They sued to have these acts declared null and void and the proceedings expunged from the records. The Idaho supreme court denied the application and this court affirms the judgement.

The court says, in part: "The safety of our institutions depends in a considerable measure upon the legislative, executive and judicial departments being kept separate, and upon none of them infringing on the others. It is not one of the functions of a court to inquire into the records of a legislative body and to determine whether a body assuming to be legislative is legal or not. A suit presenting this question might, perhaps, arise in some case growing out of an act passed by the legislature, but the court does not pass in the present case upon how far it would be justified in such a suit in inquiring into the validity of the legislature, as the case at issue does not require it to do so."

From The Promised Land.

ARKANSAS CITY, Kan., March 18.—All day yesterday the disappointed, deluded boomers alighted from the heavily laden trains which brought them from the promised land. Reports from Caldwell and Hunniford state there has been little excitement beyond the advent of a few settlers who had not heard of the president's proclamation. A member of General Merritt's staff, who arrived here from Leavenworth yesterday, said it was conceded that a large number of the boomers now located on the strip would vacate voluntarily when they learned of the condition.

Ira A. Burnett, a large cattle owner near here, has returned from an extended trip over his ranch and reports that no cattle have been killed by the prairie fires or boomers. He estimates the number of acres burned over to be 100,000, but thinks enough remains to feed the cattle until the new grass sprouts. Burnett also reported that large numbers of the colonists are leaving the strip and was of the opinion that but few would be left for the military to displace.

Suffering Indians.

MINNEAPOLIS, March 18.—Bishop Hanly of the Catholic diocese of North Dakota, in an interview here stated that there are 2,000 Indians on the Turtle Mountain reservation destitute and suffering, owing to a misunderstanding with the government. These Indians get altogether \$5,000 per year from the government for their support and some poor rations. Since January first he says fully fifteen hundred of them have been left to shift for themselves.

The Flood Subiding.

NEW ORLEANS, March 16.—The government gauge at 7:30 this morning showed a slight fall in the river from the highest point reached yesterday afternoon. The streets here this morning are free from overflow water along the river front, except at St. Peter's street, and there the flow will soon be stopped. It rained all night and is drizzling this morning.

STATE NEWS.

Nebraska

Auburn is to have electric lights. Grand Island wants a new city charter. Kearney bootblacks have formed a union. A K. P. lodge has been organized at Armada.

Madison has children of school age to the number of 305. A Sons of Veterans camp is to be organized at Sterling.

A Charity ball last evening was Seward's social event of the week. Nebraska City has good prospects of getting a \$30,000 opera house.

Hastings hopes the interstate commerce commission will visit that city. As a starter Kearney has raised \$700 to guarantee expenses of a ball club. Brick and tile works to cost \$100,000 are among the possibilities for Louisville.

Ainsworth has flattering prospects of a seventy-five barrel flour mill soon. Conrad Kappel fell from the roof of a house at Diller and was seriously injured.

The Brown county agricultural society has purchased grounds for the annual show. Fire at Fremont Thursday morning caused damage in a barber shop to the extent of \$25.

Sheridan county is trying to raise money to purchase real estate for its agricultural society. The Herald notes with pleasure a growing sentiment in favor of a system of waterworks for Wayne.

A Whymore man was arrested and fined \$13 for being unnecessarily hilarious at a Salvation army meeting. Wheeler county has a man who stands six feet seven inches tall in his stockings and is as large otherwise in proportion.

Kearney ladies desire to be represented on the board of education. Their demand appears to meet with approval. The beet sugar factory craze has struck Madison. An Omaha gentleman has submitted a proposition to erect works.

The commissioners of Rock county have advertised to receive bids for the erection of a new court house in that county. Four electric street cars have been shipped from St. Louis and will arrive this week at Kearney where they are to be used.

The people of Fremont and the farmers of Dodge county are contributing generously to the relief of the Dakota sufferers. The enterprising citizens of Paddock have subscribed \$1,800 for the purpose of erecting a bridge across the Niobrara at that place.

At the regular monthly meeting of the board of trustees of Hebron a resolution to take the suburbs into the corporation was unanimously adopted. At the regular monthly meeting of the board of trustees of Hebron a resolution to take the suburban additions into the corporation was unanimously adopted.

The Madison Chronicle believes there is danger of the town being destroyed by fire some night, the residents being ignorant of the fact, and urges the necessity of an alarm bell. John Smith was arrested at Grand Island charged with stealing \$120 from a German farmer in the back room of a saloon. The money was recovered and Smith pleaded guilty.

Ashland has ten or twelve citizens who have reached their three score years and ten and they propose to hold a meeting sometime in the near future for the purpose of exchanging experiences. The following number of acres of land still remain open for settlement in the Valentine land district: Keva Paha county, 70,000; Rock county, 180,000; Brown county, 385,000; Cherry county, 2,300,000.

John Lamborn is having some cehre taken out of his mine. He has sold six hundred pounds to one man on the Bear, and will ship some to Lincoln and Omaha. John Reiter has charge of the work.—Indianola Courier.

A. E. Gunn, a ranchman living near Chappel was attempting to cross Lodge Pole creek when the ice broke and he drowned before help could arrive. The deceased was about forty-five years old and leaves a wife and six children.

There are 175 pupils in the Indian school at Genoa, 103 boys and seventy-two girls. The health record of this school is far above that of any other Indian school in the country, the death rate being only 5 per cent for the past six years.

A very smooth gentleman arrived at Kimball the other day and proceeded at once to the drug store and purchased a dozen empty bottles which he filled with lincsed oil. After adding an ingredient to give it color he quickly sold his stock of "a new variety of varnish" at only 30 cents a bottle.

An effort should be made to have Commissioner John Jenkins deliver an address in this city on the beet sugar question, a subject which he has given much attention, and one which vitally interests Lincoln county. Mr Jenkins has by request red several lect-

ures in the eastern part of the state, and we believe would come to our city if an invitation was extended him.—Lincoln County Tribune.

Weddings are numerous at Hebron. They have an overplus of dogs at Ogalala.

Phelps county hunters are slaughtering wild geese by the score. It is reported that 200 alliances were chartered in Nebraska during February. The Wilber village board has entered into a contract for a chemical fire engine.

St. Patrick's day was celebrated at O'Connor with a fine programme lasting nearly all day. The Ancient Order of Hibernians off Tecumseh celebrated St. Patrick's day in an appropriate manner.

Mrs. Johnson of Coister, Boone county, was bitten a few days ago by a supposed mad dog. She is trying the madstone cure. It is reported that as soon as the Short Lane leaves the mud hills it will locate a division station on the west line of Sheridan county.

It is reported that the board of directors of the Sioux City & Ogden railroad have decided to build 230 miles west from O'Neill this summer. Clifford Austin, a Hemingford youth, slipped from a log while cutting wood and received a severe wound in the leg by falling against the axe.

So much corn is being moved from Rusk and Deueler that the Rock Island has had to run two extra trains the past week with which to move it. The Hebron Journal says the board of trade at that place is not dead. It is simply resting from the fatiguing labors of meeting once in three years.

Workmen on an eighty-foot well near Taylor let a bucket of dirt fall on the man who was digging at the bottom. He was probably fatally injured. Business men of Grand Island have been victimized by a traveling advertising fraud, who got his money and silently departed without fulfilling his part of the contract.

The fight for the mayoralty in Kearney is becoming rather warm. The matter is somewhat simplified by the positive declaration of Mayor Finch to be a candidate for re-election. There seems to be a settled determination on the part of farmers around Deueler to build an elevator there. At a meeting held last week strong resolutions were passed and a list of subscribers was taken.

The barn of W. D. Patton, in Buffalo county, was burned to the ground Friday. Three valuable horses perished in the flames, besides a quantity of grain and hay. The origin of the fire is a mystery. After the expenses of the last encampment of the state militia were paid there was but \$1,000 left, and this will have to be parcelled out between twenty-two companies. Each company in the state has usually received \$100 per year to pay its expenses.

Captain Mohler of Alovce was attacked by a vicious bull, and it was only by superhuman efforts that he escaped being gored to death. As it was he was bruised and cut in numerous places, and when he succeeded in getting out of the savage creature's reach he was carried half unconscious to the house. A bug crawled in Pete Kerker's ear on the night of June 5, 1880, and caused him terrible agony for a few hours, but he finally got the bug killed and it has not given him any pain since. On Wednesday night of last week he was picking his ear when out came the dead bug. It was over half an inch in length and had been in his ear for nine months and seven days. He feels relieved to think it is out now, although it has caused him no pain except a slight feeling of fullness in that ear at times.—Nebraska City Advertiser.

Colorado. The artesian well at Rouse Junction is down 1,100 feet. The Baptists of Canon City propose to put up a new \$10,000 church this year. The Lamar dealers in agricultural implements report sales twice as large as those of last year.

The board of trade of Lamar proposes to reorganize itself and then proceed to advertise the town. The mercury went to 2 degrees below zero at Walsenburg last Thursday, the coldest for three years.

Mr. Charles Magnus will soon put a force of men to work on a driveway between Sheridan and Military Park to be 100 feet wide. The moral element at Canon City proposes to nominate a municipal ticket this spring absolutely opposed to saloons, gambling, ect.

The Fairplay Flume declares that the losses of cattle in South Park this winter, like many other things in this world, has been greatly exaggerated. The aggregate of taxes paid in Kit Carson county this year will be about \$47,000. Of this the Rock Island and Union Pacific roads pay \$20,000.

Longmont shows a rapidly growing prospect. The railroad freight receipts for February this year exceeded by 554,806 pounds those of February, 1890. And in the freight sent out the excess was 712,861.