

OMAHA'S CHARTER CHANGES ARE MADE

Bill Agreed to in Senate Without Postponing Date of Election in This City.

PROVISION FOR GREATER OMAHA

From a Staff Correspondent. LINCOLN, April 10.—(Special.)—With Senate approval today of H. R. 17, the bill amending the city charter of Omaha to conform with the Greater Omaha movement, all possibility of delaying the Omaha city election passed.

OFFICEHOLDERS' BILL IS KILLED IN THE HOUSE

From a Staff Correspondent. LINCOLN, April 10.—(Special.)—H. R. 6, the bill to permit county officeholders to hold four-year terms and to extend the terms of such officeholders as would be elected naturally in 1915 to 1916 was indefinitely postponed in the house today.

STILL FIGHTING FOR THE INSURANCE MEASURE

LINCOLN, April 10.—(Special.)—Senate File No. 4, the insurance anti-discrimination bill, has come to life in another form. Matter contained therein was today proposed as an amendment to House Bill No. 291, an insurance bill that is still alive.

HOUSE REJECTS BILL FOR JUDGES BY DISTRICTS

LINCOLN, Neb., April 10.—(Special Telegram.)—The house refused to pass the proposed constitutional amendment bill, providing for district election of supreme court judges. There were fifty-eight of a required sixty votes in favor of the bill.

A Great Treat for Bryan to Mix with The Latin-Americans

WASHINGTON, April 10.—Hope that some measure soon would be devised to make easier intercourse between the United States and Central and South America was expressed by Secretary of State Bryan tonight in an address before the Young Men's Christian association here.

Mr. Bryan said he wanted to see universalities established at Panama and Porto Rico, where representative young men of the three Americas might gather for study, and promote friendship and intercourse between the two countries.

German Raider Eitel Is Interned at Last

NOFFOLK, Va., April 10.—The German auxiliary cruiser Prinz Eitel Friedrich was interned today at the Norfolk navy yard, where it will remain until the end of the European war. Pines and steamers in Hampton Roads blew their sirens in salute as it slowly steamed from Newport News and took its berth near the historic frigate Constitution.

Sick Soldiers Lying In Street in Mud

NEW YORK, April 10.—Sanitary conditions in eastern Turkey are "unspeakable," according to reports of cities there, where the American board of missions has hospitals, made public here today. Typhus and typhoid fever are raging, physicians, missionaries, nurses and other Americans have sought the contagious hospitals are overflowing, all schools in at least one district have been closed and sick soldiers, it said, are lying in the street in the mud. In the military hospital they die at the rate of fifteen a day. In the American board's hospital they are "tapping over the top line," the report says.

PROFESSOR LOUNSBURY MEETS DEATH SUDDENLY

NEW HAVEN, Conn., April 10.—Prof. Thomas H. Lounsbury, professor emeritus of English at Yale university and one of the best known English scholars in the country, died here suddenly tonight.

TANGO WILL BE BARRED FROM FRENCH CAPITAL

PARIS, April 10.—A decree prohibiting the dancing of the tango and other similar dances in Paris is being prepared by the municipal authorities. It doubtless will be issued shortly and enforced with energy.

ROUTE FOR ALASKA RAILROAD PICKED AND WORK TO BEGIN

(Continued from Page One.)

condition and will be used as a base for extending the line along Turnagain arm. Under the contract approved by the president the road is taken over free from all debt or obligation of any kind.

Cost of Building. "The estimate cost of construction of this line from Seward to Fairbanks, including the Matanuska branch is \$28,600,000. The president has made an order directing that the work be carried on by the Alaskan engineering commission which is to have the general duty of preparing and adopting plans for construction, the employment of the force and the making of contracts for the purchase of supplies for the work. The secretary of the interior is authorized to designate one of the members of the commission, who shall be in immediate charge of the work and have power of approval or disapproval of all administrative matters connected with it.

In accordance with this authorization, Secretary Lane has designated W. C. Ede, the present chairman of the commission. The members of the commission which consists of William C. Ede, chairman; Lieutenant Frederic Mears, late superintendent of the Panama railroad, and Thomas Riggs, Jr., are directed to proceed to Alaska at once.

Broom Corn Growers Object to Raise in Rates on Commodity

CHICAGO, April 10.—Shippers who object to the proposed increase in freight rates asked by forty-one western railroad systems today presented witnesses before W. M. Daniels, interstate commerce commissioner, in the hearing of the western freight rate case.

The testimony concerned freight rates on broom corn, on which an increase of 3 cents a hundred pounds is asked by the railroads. The witnesses were dealers in broom corn, manufacturers of brooms and statisticians, and the testimony was largely in support of the contention that present rates should not be disturbed on the argument that the railroads' request for an increased rate is based on too high a valuation of the product and too low a tonnage per carload hauled.

Clinton R. Lee, a broom manufacturer of Lincoln, Neb., testified that the railroad valuation of broom corn was higher than its market value. He said that the raise, if allowed would be paid by the manufacturer and that neither the grower nor the consumer would have to pay the difference.

Ralph Rosenbaum of Atlanta, another manufacturer, estimated that the proposed increase in rate would amount to about 1 cent a dozen brooms and would be borne by the manufacturer.

British Factories Are Employing Men in the United States

NEWARK, N. J., April 10.—A private employment bureau service here it was learned today, has received urgent requests from several industrial centers of Great Britain for more than 400 men to take the places of workmen who are at the front. The call is for American citizens and British subjects only. The factories seeking the workmen offer free transportation and a maintenance of at least six months' work. Two hundred of the men already have sailed. One of the largest electrical manufacturing concerns in Liverpool has sent a demand for 1,000 men, according to information received by the Newark bureau.

Department Orders. WASHINGTON, April 10.—(Special Telegram.)—George G. Griley was appointed rural letter carrier at Campbell, and Paul Chillesman at King City, N. H. John Mack of Kanab, has been awarded the contract for carrying mail from Kanab to McLaughlin, S. D., for four years. The Merchants National bank, Cedar Rapids, has been made a reserve agent for the Farmers National bank, Alberton, Ia.

FULLER TELLS OF SHOP CONDITIONS

Union Pacific Official Denies that Professional Bad Men Were Hired by Harriman Lines.

FEW MEN WENT OUT ON STRIKE

CHICAGO, April 10.—Allegations of lawlessness made against strike breakers and guards employed by the Union Pacific in the shopmen's strike of 1911, in testimony before the United States Commission on Industrial Relations, yesterday were denied by C. E. Fuller, superintendent of motive power and machinery of the Union Pacific, when he became a witness today.

The Union Pacific, like the Illinois Central and other so-called Harriman lines, resisted efforts to form the various labor unions into system federations. Nuclei of the federations were formed on the Harriman lines, but the company managers declined to treat with them and the strike resulted.

"We resisted," said Mr. Fuller, "because the federation meant a closed shop, which we believe unconstitutional and also unjust to men who prefer to remain independent. The right to compel workers to belong to any organization we believe questionable. Our men, individually, were not particularly interested in the federation plan."

The witness said that two years prior to the strike the mechanics on the Union Pacific were granted a flat increase of 2 cents an hour. Two thousand men answered the strike call and 13 per cent of these returned to work. Two hundred who applied for re-employment were not accepted. The company, he said, did not knowingly employ professional "bad men," and he doubted if any crept in. All of the strikers were not taken back because there was no room for them.

"Ninety per cent of our present shop employees," said Mr. Fuller, "are local men; they are not importations." Before the strike, the witness stated, 34 per cent of the shopmen were home owners; the present percentage is 26 per cent. The payroll for September, 1911, when the strike was called, was \$111,677, while last September it was \$289,971. "There have been fewer train accidents since the strike and fewer defective jobs turned out the shop because of the closer supervision and success in inspiring the men," said the witness. "Present conditions are satisfactory and the company will continue to meet its employees of the respective crafts in such conferences as may mutually be agreed upon."

Rumors Kaiser Has Asked Peace Denied

WASHINGTON, April 10.—Published reports that Germany had presented peace terms to the United States attracted attention today in official Washington, but both Secretary Bryan and Count von Bernstorff, the German ambassador denied that there was any foundation for such rumors. German embassy officials declined to comment on whether the peace terms as published represent German views at present, beyond saying that nothing authentic on the subject had been received.

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FAMOUS SCULPTOR IS KILLED

Karl Bitter is Run Down by Automobile on Broadway, New York.

DESIGNED MANY GREAT WORKS

NEW YORK, April 10.—Karl Theodore Francis Bitter, chief of the department of sculpture of the Panama-Pacific exposition, and one of the best known sculptors of this country, died in a hospital here today of injuries he suffered when he and Mrs. Bitter were run down last night by an automobile on Broad-

way. Mrs. Bitter's injuries are not serious.

Mrs. Bitter was director of sculpture of the Buffalo exposition and chief of the department of sculpture of the St. Louis exposition. He had executed many private commissions, including the statue of Carl Schurz here and works in the homes of Collis P. Huntington, Cornelius Vanderbilt and other wealthy men. He designed the Astor gates for Trinity church here.

He was a member of the National Institute of Arts and Letters and an academicien of the National Academy of Design. Mr. Bitter was 47 years old, coming here in 1893 from Vienna, where he was born. His home was in this city.

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