

FROM MANY POINTS

EVENTS OF THE DAY HELD TO A FEW LINES.

LATE EVENTS BOILED DOWN

Personal, Political, Foreign and Other Intelligence Interesting to the General Readers.

CONGRESS.

The senate passed the military academy appropriation bill carrying \$1,125,000.

Senate passed over president's veto Webb bill to prohibit shipment of liquor to dry states.

Senator Sheppard introduced a bill to forbid change of size and color of present paper money.

Senate passed naval appropriation bill, with an amendment to authorize the construction of two battleships.

The democratic forces have taken charge of the United States senate, elected new officers to preside over that body and paved the way for the reorganization of committees and a new control of legislative affairs.

Appropriations of the last session of congress, including the sundry civil and the Indian appropriation bills which are to be put through at the coming extra session, aggregated \$1,098,647,960.

The senate confirmed the appointments made by President Wilson of Daniel C. Roper, South Carolina, first assistant postmaster general; Alexander M. Dockery, Missouri, third assistant postmaster general, and James A. Blakeslee, Pennsylvania, fourth assistant postmaster general.

The senate virtually defied the authority of the United States court at New Orleans to compel Senator William Alden Smith to surrender papers in his possession bearing on alleged Mexican evasion of the neutrality laws.

The subpoena served on Senator Smith was presented by him to the senate and referred to its judiciary committee. It will not be recognized.

Senator Benjamin R. Tillman of South Carolina lost his long and hard fight for the chairmanship of the powerful senate committee on appropriations.

The democratic committee lists completed by the steering committee headed by Senator Kern accords the appropriations chairmanship to Senator Martin of Virginia and places Senator Tillman at the head of the committee on naval affairs.

GENERAL.

Owen Conn, the "\$100,000 burglar" of San Francisco, is so seriously wounded that he may die.

"Colonel" Ida Craft, who walked 150 miles to Albany and 258 to Washington in the interest of equal suffrage has organized the "Votes for Women Walking Club."

Ten persons were fatally injured and forty-six seriously hurt in a panic caused by the explosion of a moving picture apparatus in a small upstairs theater in Verin, France.

A conscience-stricken thief, who stole an overcoat from H. E. Morgan at the White Temple church in Portland, Ore., returned a testament found in one of the pockets.

Robert W. Pratt of Oregon has received 210 pounds of automobile parts and accessories, shipped by parcel post, in twenty-one packages, for \$21.10.

The death list in the storm that swept several southern states recently has been raised to thirty-three. Latest reports of life loss come from near Atlanta, where five were killed.

Rev. Martin F. Capps, a Methodist preacher, was convicted and sentenced to death by a jury in the circuit court at Fort Smith, Ark., on the charge of having burned to death his three motherless children. The defendant appeared unconcerned when the verdict was read.

That the entire potato crop of the irrigated districts in the west is in danger of complete annihilation through strange plant diseases, not only for this year but for all coming years, was the statement made by Dr. Eugene H. Grubb, the potato expert of Carbondale, Colo.

Four sophomores at the South Carolina state university, Styron, Oldham, Merriman and Hatch, will be placed on trial for manslaughter at Hillsboro in connection with the death of Isaac W. Rand, a freshman, in September, 1912. Death was caused from hazing.

Every available vessel in the Key West harbor has gone to the assistance of the British steamer Lugano, ashore on Ajax reef, with a cargo of silks, wines and general merchandise estimated to be worth a million dollars.

Two state senators have laid claim to the office of governor of Arkansas and each established an office at the capitol.

Archdeacon Hudson Stuck, an Episcopal missionary, left Fairbanks, Alaska, recently, with three companions to make an attempt to reach the summit of Mount McKinley.

Large insurance policies are being placed on the risk of war among the powers in six months.

A Vienna dispatch to the London Express reports the drowning of sixty-eight women by the swamping of a boat on Lake Scutari.

Canteens will not be restored to army posts.

Because his negro chauffeur was fined for speeding, Governor Bleasoe of South Carolina threatened to put the city of Columbia under martial law.

The threatened strike of all the London bakers has been averted. The men asked for higher wages, better conditions and shorter hours. The board of trade has intervened.

Twenty-five men who have had experience with gas engines which will enable them to more readily learn the management of aeroplanes have been ordered from Fort Omaha to Galveston.

Charles L. Bowdery, 50 years of age, a French-Canadian, who carried the mail between Cold bay and Nushagak, Alaska, and who was the only white man in the district, was murdered by Indians recently.

The latest exploit of the militant suffragettes in London is the obliteration of the names on the gate posts, by which houses in the residential streets are distinguished. Armed with pots of tar and brushes they raided the Richmond district, disfiguring many houses.

Franklin K. Lane, secretary of the interior, has been made an Indian chief. He had bestowed upon him recently the title of "Lone Chief" by a delegation of Blackfeet Indians from Montana, who called to present him with a pipe of peace and a buck skin tobacco bag.

A working woman needs \$5.90 a week to support herself in Milwaukee. This is the opinion expressed by the social service of the Milwaukee Federation of Charities in a report made public. The committee urges young women who expect to support themselves to keep away from the city.

The Independent Harvester company, capitalized at \$10,000,000, with a plant at Plano, Ill., with stock mostly held by farmers, is being investigated by the postoffice department.

Stockholders have complained that \$6,000,000 or \$7,000,000 in stock has been sold, whereas, they assert, the assets of the company do not exceed over \$1,000,000.

After April 1 the Isthmian Canal commission will place obstacles in the way of employees intending to bring their families to the isthmus by withdrawing the present reduced rates of transportation. This action is rendered necessary by reason of the serious congestion in the employees' quarters in towns in the canal zone.

The slide on the east bank of the Culebra cut, which first moved into the cut on the night of February 5 has made another rapid movement downward toward the canal. It pushed the bottom of the cut near the center for a distance of 1,000 feet to a vertical height of thirty feet, destroying five tracks and overturning two steam shovels. There is now only one construction track in operation.

Secretary of the Navy Daniels has announced that he would seek to have the incoming congress extend the provision of the law of 1903, authorizing the appointment of two midshipmen to the naval academy every four years by each senator, representative and delegate in congress. This law expires this year and unless it is extended the number of appointments to the academy will be cut in half.

Overnight, so to speak, a little American city, the population of which is now estimated to be about 15,000, will grow into a city of more than 200,000. The city in question is Gettysburg, Pa., and its overnight growth into a city of more than fifteen times its present size is officially scheduled for July 1, next, the day on which will begin the great Union Confederate encampment on the historic battlefields that have made this little Pennsylvania town immortal.

SPORT.

Wille Ritchie of Chicago, lightweight champion, has announced that he would give Packey McFarland the first chance at the title, provided Packey agreed to weigh in at 133 pounds six hours before the bout.

John Paul Jones, Cornell's crack one-mile runner, lowered the board track record in practice, running the mile in 4:22. This is six seconds better than his record.

Leach Cross knocked out Joe Mandot in the tenth round of their scheduled ten-round fight in New Orleans.

B. Warren Cockran of the Baltimore Country club defeated William C. Fownes jr., of Pittsburg, former national golf champion, for the president's trophy in the ninth annual golf tournament at Pinehurst, N. C.

The only Western league teams that will train at home this spring are Des Moines and St. Joe. The six other clubs will be in the southland, where they expect to get the benefit of the warmer weather.

Reports from Rome are to the effect that the condition of Pope Pius is improved.

Twenty persons were killed or seriously injured by a destructive cyclone at Buenos Aires. The property damage is very heavy.

Naval enlistments at recruiting stations last month exceed those for February of last year by 171 men.

Gunboat Smith, the California heavyweight, knocked out Bombardier Wells, heavyweight champion of England, in the second round of a scheduled ten-round bout at Madison Square Garden, New York.

NOTABLE VICTORY FOR THE PEOPLE

Upsetting of Western Classification 51 Means Much.

RAILROADS LOSE BIG CASE

Chairman Thorne of Iowa Commission Tells How the Shippers and Consumers of the West Benefit by the Decision.

Des Moines, Ia., March 13.—The people of the United States have had low to thank for a number of excellent things, and to the list must be now added an achievement that means a great deal to the shippers of the entire west from the Mississippi to the Pacific. Especially are those shippers under obligations to the Iowa state board of railroad commissioners and its chairman, Clifford Thorne.

This achievement is the suspension and revision, by the interstate commerce commission, of an entire freight classification, known as Western classification No. 51, and on March 31 the several hundred changes made to conform to the commission's order will go into effect. Shippers and consumers alike will benefit by the revision.

Iowa Leads the Fight.

Iowa's commission was by no means alone in the good work, but it took the initiative in the case and assumed the chief part of the burden of preparing and trying it. Sixteen western state railroad commissions united in the fight, and Mr. Thorne was the chairman of the committee representing them. He gives much credit to Benjamin L. Jacobson, who had general charge of gathering the evidence and preparing the specific cases for trial, and to A. D. Beals, Iowa's rate expert.

Mr. Thorne today had this to say of the big case and its outcome: "One day during the summer of 1911 I was seated in a hotel parlor in Milwaukee. In one end of the room there were sixteen men in their shirtsleeves, talking and listening occasionally to a person standing in the center of the room; two or three minutes were allowed to the gentleman talking; he took his seat and another person told a short story; and so on, during the course of the whole day.

Powerful Group of Men.

"This small group of men exercised more power than any other similar group, perhaps, in the United States. Some nine hundred railroads, large and small, interested in traffic between the Mississippi river and the Pacific coast, have organized what they call a western classification committee of about eighty-five members. These eighty-five men have selected a sub-committee of sixteen men. This sub-committee, which is dominated by one or two individuals, determines the freight ratings on over 7,000 articles, on which 35,000,000 people have to pay traffic between about 20,000 towns, located between the Mississippi river and the Pacific coast. This is one of the three important classification committees in America, the other two being the official, covering the northeastern portion of the United States, and the Southern.

"For the first time in the history of American railroads an entire classification of one of these three great freight classification committees has been suspended by the federal government. And the committee I have described has been making a revision of its former work, in accordance with the decision which was rendered by the interstate commerce commission recently, known as the decision in the case of Western classification No. 51.

The railroads have just submitted to the commission a list of several hundred changes in this classification to conform to the commission's order, and these will go into effect March 31. The opinion in this case, next to the one rendered in the express case, is perhaps the longest ever written by the interstate commerce commission. The case is of national importance. Many of its features are unique, and of profound concern to the consumers of the country.

Sixteen States United.

"Many shippers and shippers' organizations were parties to this case. But perhaps the most interesting feature was the fact that on behalf of the consumers the railroad commissions of sixteen great states appeared. These states were Illinois, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Nebraska, South Dakota, North Dakota, Colorado, Nevada, Washington and Oregon. On the one hand we had the representatives of some nine hundred railroads, and opposed to them the representatives of sixteen state governments, with the interstate commerce commission as the deciding tribunal. The hearing in the case lasted about a year.

"Western Classification No. 51 Involves more changes than any other tariff publication ever issued by American railroads. The work done in preparation for this issue is said to have cost the railroads approximately \$500,000.

Most Important Phases.

"Of the many phases of the decision the first in importance are the rules and regulations. The carriers proposed many changes. These are applicable to every city, town and hamlet west of the Mississippi river. The state commissions made objections to fourteen of these rules, and changes were made or ordered in twelve of them.

"A concrete illustration of these concerns the dunnage allowance. Prior to the issuance of No. 51, the carriers permitted the shippers to use lumber and boards to prop up machinery in a car, the railroads hauling 500 pounds of such lumber free of charge. No. 51 abolished the dunnage privilege, and the commission ordered it reinstated. When one considers the thousands of shipments that are made annually, the importance of such a ruling can be appreciated.

"Another change of importance to the western half of the United States concerns green hides. The carriers put in a rule permitting them to refuse to take green hides for shipment. We pointed out that they could be stored or handled in live stock cars, and not contaminate other commodities, and claimed that the carriers should be compelled to accept the same for transportation. Our position was sustained by the commission.

Minimum Rate Ruling.

"Several hundred advances were proposed by the railroads in minimum weights. They announced their policy to be the establishment of minimums upon the physical capacity of the cars, refusing to take into consideration the commercial conditions surrounding the transportation.

Carload Mixtures.

"One of the most important parts of this case concerns carload mixtures. The carriers proposed the elimination of carload mixtures on 234 articles, and proposed changes restricting carload mixtures on more than three hundred other articles. One of the most important changes affecting carload mixtures, which serves as an illustration of the effect of such changes, concerns binding twine. Prior to the issuance of No. 51, the carriers permitted binding twine to be shipped mixed with agricultural implements, all of which took carload rates. In No. 51, they proposed to apply less than carload rates on all shipments of binding twine made in this manner. This would have caused an advance of about one hundred per cent in the freight rates on binding twine, and more than ninety per cent of all binding twine shipments, we were told by the largest shippers in the country, would be affected by this hundred per cent advance.

"As indicating the policy of the carriers, thirty-two articles had carload mixtures granted to them, while over five hundred articles were totally eliminated from carload mixtures, or the mixtures were changed or restricted. The interstate commerce commission has ordered the carriers to pursue diametrically the opposite course. Instead of restricting mixtures, they are instructed to make them more liberal.

"In addition to these changes in rules, the commission made specific orders disapproving advances on a long list of articles. The decision in this case is the most epoch-making on classification matters ever rendered by the interstate commerce commission."

ENGINEER BLAMED FOR U. P. WRECK

BOARD HOLDS WEINBERGER RESPONSIBLE FOR LOSS OF LIFE.

NINE PEOPLE WERE KILLED

Report Shows Safety Appliances Were All Working—Should Have Stopped Before Wreck Occurred.

Gothenburg, Neb.—Responsibility for the wreck on the Union Pacific railroad at Gothenburg Friday morning, which cost the lives of four persons and caused injuries to a score, was placed on John Weinberger, engineer of train No. 12, by a board of inquiry which concluded its investigation and announced its decision.

Mention is made of the fact that a severe blizzard was prevailing at the time. The report says that all the safety appliances in use on the railroad were working perfectly. Train No. 12 ran into the rear end of No. 4. The board's inquiry constituted the official investigation of the railroad. The report follows:

"The board of inquiry convened at Gothenburg March 15, 1913, for the purpose of placing responsibility for the wreck between Union Pacific trains No. 12 and No. 4 at Gothenburg, Neb., at 3:37 a. m., March 14, finds after a thorough investigation into all the facts and circumstances in connection with said accident and after an exhaustive examination of all the witnesses having knowledge in regard to same:

"That at the time of the accident an extraordinary and unusual blizzard was prevailing at and in the vicinity of Gothenburg;

"That the safety appliances for the safety of travel on said railroad of the Union Pacific Railroad company were operating perfectly at the time;

"That the cause of the accident was due to the failure of the engineer, John Weinberger, of train No. 12, to properly observe the signals and place his train under control passing the second block signal west of Gothenburg, the distance signal, and the failure to stop at the block signal located 1,100 feet west of the point of the accident.

"CHARLES WARE, General Manager of the Union Pacific Railroad.

"W. R. CAHILL, Superintendent of the Union Pacific Railroad.

"W. C. MAY, General Manager of the Gothenburg Telephone company.

"G. C. HAMPTON, Cashier of the Gothenburg National Bank."

Members Hall and Clarke of the State Railroad commission and a representative of the Interstate Commerce commission also heard the testimony. They went to Sidney for the inquiry into the wreck at Herndon.

Five dead and two injured tells the story of the freight wreck at Herndon station Friday morning on the main line of the Union Pacific. The terrible blizzard interfered with telegraph service to such a degree that local officials were not sure of the list of casualties until Sunday afternoon.

Besides Conductor Phillips and brakeman Cradit three men were killed in the caboose of the stock train which was rammed by the special freight. One of these has been identified as James Mulligan, a stockman from Filer, Idaho. The other two have not been identified. One was a young man who was "beating" his way from California to Zion City, Ill., where he has relatives. The stockman invited him to come into the caboose at Granger, Wyo. The fifth dead man had shipped stock from Buhl, Idaho, and has relatives there. He had sent his personal effects ahead to Kearney, Neb.

Thieves Get \$125,000 in Jewelry.

New York.—An East side burglary, perpetrated by clever crackmen some time Sunday, netted the thieves the largest haul obtained in New York City in many years. Martin Simons & Sons, pawnbrokers in Hester street, were the victims and the property includes \$25,000 worth of jewelry, diamonds and other precious stones and \$100,000 worth of negotiable securities.

Smoke One Million Cigars Daily.

Chicago.—Chicago men smoke one million cigars a day and the cost per man averages \$22 a year, according to a report of the Chicago association of commerce.

Friedmann to Make Address.

Ottawa, Ont.—Dr. Friedmann, famous as the discoverer of a possible cure for tuberculosis, has accepted an invitation to deliver an address before the Canadian association for the prevention of tuberculosis at their annual convention.

Troops Must Not Shoot.

Washington.—American troops on the Mexican border have been forbidden to return the fire of Mexican troops except on specific authorization from the war department.

Not Long to Wait.

Bumble—Why didn't you get on the water wagon?

Rumble—No seats left.

Bumble—Oh, well, if you persist in the notion, you will find a seat later.—Judge.

Removing Grease From Paint.

A paste made from ordinary writing applied wet and permitted to dry before it is rubbed off, will remove grease from paint without injuring the latter.

His Position.

He was a minister of the old school and was catechizing the children on their biblical knowledge. "Who was Isaac?" at length he asked. "Please, sir," replied a small girl eagerly "Please, sir, he was Rebekah's man."

Books Speak.

Books carry with them a charm of their own. They speak of cosy indrawings about the evening lamp. Few things add so much of warmth and liveliness to a room as shelves of "used" books.

Saving Time.

"Roosevelt Named for 1916." But why stop there? Why not for 1920, 1924 and 1928? It would save both time and the cost of holding conventions.—New York Evening Post.

NEBRASKA IN BRIEF.

Coming Events in Nebraska.

April 1 and 2—State Yeomen Conclave, Lincoln.

April 4 and 5—Annual Y. M. C. A. Indoor Athletic meet, Omaha.

May 8 to 10—Annual Convention Mississippi Valley Historical Association, Omaha.

May 20, 21 and 22—Thirty-seventh Encampment G. A. R., Fremont.

The Missouri river at Omaha is now clear of ice.

The March term of District court is in session at Beatrice.

A bible institute is in progress at the Y. M. C. A. at Fremont.

A chautauqua will be held in McCook next summer.

Central City Commercial club's annual banquet will take place March 28.

Morris Horton, a resident of Table Rock and vicinity for forty years is dead.

A. O. U. W. Grand Lodge will meet in Hastings May 13 for a three-days' session.

The Platte river was out of its banks recently between Fremont and Mercer.

Arrangements have been made for the erection of an artificial ice plant at North Platte.

About 1.27 inches of rain fell at Geneva Thursday afternoon thoroughly soaking the ground.

Hastings expects more than 200 to attend the annual banquet of the Chamber of Commerce.

Twelve robberies and one attempt at highway robbery is the record for the past ten days in Lincoln.

A barn belonging to Mrs. Charles Schuck, who lives at Inland, was completely destroyed by fire.

The proposed issue of \$30,000 in bonds for a new high school at Loup City was defeated by two votes.

Ground has been broken and the foundation laid for a large two-story garage to be built this spring at Kearney.

At a special meeting held at Hastings the school district voted in favor of bonds to construct a \$28,000 school building.

Since the close of the basketball season at Bellevue the students have turned their efforts to the spring athletics, baseball and track.

Woodmen Circles over the state will hold elections in April to name delegates to the national convention in Springfield, Ill.

The engineering department of the Burlington will be moved from Lincoln to Omaha, according to an official announcement.

For brutally beating his 5-year-old child, George Smith of Omaha was sentenced to thirty days in the Douglas county jail.

Three hundred high school athletes of Nebraska were guests of the Lincoln Commercial club at a banquet Friday night.

The twenty-fifth annual session of the Seward county Sunday school association was held at the Methodist church in Seward.

Bert Pickrel pleaded guilty to second degree murder at Seward and was sentenced to twenty-five years in the penitentiary.

R. A. Smith, of the university of Nebraska, was elected president of the student Y. M. C. A. at the annual general election.

Garfield A. Drockler, supposed to have been blown off the Platte bridge at North Platte, was found in a shanty on the east end of the bridge.

The ban has been lifted from the county jail at Beatrice, which has been quarantined for the past three weeks on account of smallpox.

The basket ball game played at Kearney between the State Normal and the Hastings college resulted in the defeat of the visitors, 40 to 15.

A. E. Anderson of the state school of agriculture has been selected as farm demonstrator by the Seward county farm management association.

A movement has been put on foot by the Kearney Commercial club to secure for that city the meeting of the Nebraska educational association next year.

L. G. Bemis of Wymore, while employed on the Burlington bridge south of, Fremont, suffered painful injuries when a heavy piece of piling fell on him.

Vice Consul D. E. Young, who formerly lived at Firth and is now stationed at Amsterdam, is seeking promotion to a consular position under the new administration.

Nebraska has 54,000 acres of orchards and Nebraska and three states in the west north central fruit district, raise 21,000,000 bushels of apples a year.

At a congregational meeting of the Presbyterian church of Madison it was voted to erect a new church in the near future, the cost not to exceed \$15,000.

Louis Neal, an electrical lineman, who since last November has been employed at Waverly, is in the county jail at Lincoln and will be returned to Illinois on a charge of forgery.

The Plattsburgh lodge of the Knights and Ladies of Security celebrated their seventeenth anniversary recently.

Senator Hitchcock has received from John Polian, secretary of the Omaha Central Labor union, a protest on behalf of union cigarmakers against a reduction in the duty on cigars.

At the first meeting of the board of directors of the newly organized Eastern Fruit Growers' association, which was held at Auburn, Ernest M. Pollard of Nebraska was elected president.