

NEBRASKA NEWS NOTES

Adolph Sandan, a boy of 16, died at Tekamah from the effects of liquor.

William Brown of Table Rock died at the Hastings asylum last week, he was 76 years old.

Chairman H. C. Lindsay of the republican state central committee is on a trip to the Pacific coast and through California.

Buchanan Bros., who have operated an elevator at Beatrice for a number of years, have sold out to the Nebraska Elevator company.

Oseola, Shelby and Stromsburg united last week in a pet stock show, which drew an exceptionally good display of pet stock and poultry.

W. B. Drucker of Plattsmouth has received judgment for \$3,800 for the death of Joe Drucker, a car inspector, who was killed in the yards there.

Extensive improvements on the Union Pacific shops at North Platte will begin January 10. About 200 mechanics will be added to the present force.

Secretary Roysse of the State Banking Board has issued charters to the Chambers State bank of Chambers and the First State bank of Pleasantdale.

W. A. Waddington, who was elected sheriff of Gage county by a majority of eight votes, is to have his election contested by J. T. Moore, republican candidate.

Mrs. Fred Kimball of Leigh swallowed five grains of morphine in an unsuccessful attempt to shuffle off, but the doctors succeeded in bringing her back from the beyond.

James Johnson, for many years the mail carrier between the Crete post-office and the B. & M. station, was hit by a package of papers thrown from a train and severely hurt.

Governor and Mrs. Savage spent Thanksgiving with friends at Sterling, Colo. The latter part of this week the governor will attend the meeting of the National Live Stock Association in Chicago.

A B. & M. stock train was wrecked in the yards at McCook. Three cattle were killed and a number crippled. After being liberated the cattle were crazed for the time and attempted to attack the persons present.

State Superintendent Fowler is urging all members of boards of education in Nebraska to attend the forthcoming convention of the State Teachers' association, which will be held in Lincoln January 1, 2 and 3, 1902.

A special train of five cars containing Burlington officials stopped at Sidney while the party inspected the site for a roundhouse and machine shops, to be built there to facilitate the moving of large amounts of ore from Guernsey, Wyo., to Denver.

A company of signal corps is in prospect for the Nebraska National guard. Plans for its organization are being considered by Adjutant General Colby and Brigadier General Barry and it is said they will be put into operation as soon as the necessary arrangements can be made.

Applications for sets of books are being received by the state library commission. Secretary Bullock, who will have immediate charge of the distribution, is making the preliminary arrangements for the circulation and expects to have the system in full operation within the next few weeks.

Mrs. John A. Logan will, for the first time in several years, live this winter at Calumet Place, her home in Washington, D. C. She will set apart the large wing room on the east side as a museum for the thousands of trophies and mementos of the late war owned by her husband at time of his death.

A California girl only 19 years old, Ethel Hobson of Santee Margarita, has the unusual distinction of having herself harvested a good crop of grain and done the threshing for the entire county, barring a gang of men whom she employed to assist her. She is exceedingly feminine in appearance and manners, yet she has had no difficulty either with her patrons or her employes.

Mrs. Jenkins, wife of Governor Jenkins of Oklahoma territory, is a Quaker preacher and is noted for her charitable acts. She fills the pulpit of the local Quaker church every Sunday and visits regularly the United States jail in Guthrie and ministers to the material as well as the spiritual wants of the prisoners.

Philadelphia Press: Minnick—I wonder why artists invariably depict Cupid, even in the coldest weather, without any clothes at all. Minnick—Probably to show how easy it is for Love to grow cold.

Somerville Journal: If marriage is a lottery, why aren't love letters shut out from the mails?

The American conscience is showing vitality in spots. A contribution of \$200 has been added to the conscience fund.

WRECK ON THE WABASH.

Over a Hundred and Fifty are Killed in a Terrible Wreck in Michigan.

Passenger Trains Going in Opposite Directions at High Rate of Speed Crash into Each Other.

Detroit, Mich.—(Special).—One hundred and fifty lives have been lost in a wreck on the Wabash railroad near Adrian.

Two of the fastest passenger trains on the road came into head-end collision, and the mass of wreckage at once took fire.

MEET AN AWFUL FATE. Two car loads of emigrants were on one of the trains. All in one car lost their lives and more than half of those in the other coach met the same awful fate.

Mistake in the transmission of train orders, it is stated, was the cause of the catastrophe. The wreck occurred midway between Seneca and Sand Creek, seven miles from Adrian.

The emigrants were on the west-bound train, No. 13, which was ordered to meet No. 4 at Sand Creek. These conflicting instructions caused the collision.

MEET AN AWFUL FATE. Detroit, Mich.—(Special).—One of the most disastrous wrecks in the history of the Wabash railroad, or any other Michigan railroad, occurred at Seneca, Mich., a small way station about seventy miles southwest of Detroit, between 7 and 7:30 o'clock in the evening.

Train No. 13, an emigrant train, with two engines, west bound, collided under a full head of steam with train No. 4, east bound, about one mile from Seneca.

Five or six coaches on the emigrant train were crushed and its load of human freight sent into eternity in a moment.

DEATH LIST APPALLING. One coach on train No. 4, which consisted of a parlor car, diner and a baggage car, was also telescoped, and four bodies have been taken from the ruins.

It is not known how many people there were on the emigrant train, but the death list will be anywhere from sixty to 150.

The people on that train were caught like rats in a trap and crushed. Then the wreck caught fire, and those who were not instantly killed were slowly roasted to death, and none of the few spectators who hastily gathered from the farmhouses nearby were able to afford relief.

CONSUMED BY FLAMES. The whole emigrant train was soon consumed by the flames, and every person on that train, it is reported now, was killed.

Farmers residing along the track rushed in on the blazing mass to rescue those whom they thought might be alive. The bodies hauled out of the wreck were taken to nearby farmhouses, which are filled with dead, and a large number of injured were taken to a hospital at Peru, Ind.

LONG LINES OF BODIES. Along the track long lines of burned bodies lie covered with blankets, presenting a grewsome sight.

It may be possible that the exact number of killed or who they are will never be known.

At midnight it is impossible to get anything resembling a list of injured or dead from Seneca.

ORDERS NOT UNDERSTOOD. It is said here that the accident was the result of a misunderstanding of orders. It is reported in Seneca that No. 4 should have waited at Seneca station and No. 13 should have taken the siding. This was not done. Then the crash came.

The net result is that one whole train, No. 13, is burned; the engines on both trains are complete wrecks, and on No. 4 the coach between the diner and the baggage car is crushed into kindling wood.

INDIAN CRAZY SNAKE IS UNRULY.

Guthrie, Okl.—(Special).—A special to the Capital from Tulsa, I. T., says: Crazy Snake, who led the rebellion last spring against the government, is causing the Creek council much trouble. The Snake band will send a strong delegation to Washington to protest against the feeding of Creek lands.

A joint resolution was passed unanimously today by both houses of the Creek council, demanding that deeds be issued immediately and at Okmulgee, instead of Muskogee. Chief Porter will probably sign the resolution to Secretary Hitchcock. The delay has caused widespread discontent. The delay has caused widespread discontent. The treaty of last May promised deeds immediately and the Indians only ask justice.

Grain Trust Loses.

Topeka, Kan.—(Special).—The Kansas Grain company, known as the grain trust, was denied a writ of habeas corpus for E. J. Smiley, secretary, by United States District Judge Hook. Smiley was summoned before the district court of Reno county, and refused to answer questions concerning receipts and expenditures of the grain trust. He was held to be in contempt of court and the federal judge sustained the decision by refusing the writ.

REGARDING NEBRASKA'S NEW MILITIA.

Lincoln, Neb.—(Special).—The first formal steps in the reorganization of the Nebraska National guard have been taken by Adjutant General Colby. Authority was given for the organization of two independent companies of infantry, a company of signal and engineer corps and two additional sections for the battery of artillery, and requisition was made on the war department at Washington for enough of the latest pattern Krag-Jorgensen rifles to equip one regiment, also enough artillery equipment for one complete battery.

The company of engineer and signal corps will be organized as infantry by Lieutenant Hull, captain of the Pershing Rifles, University battalion, and formerly of the First Nebraska volunteers, and W. R. Brooks, who was also a member of the First regiment of volunteers. It will be stationed at Fremont, and after the preliminary organization is completed will be divided into two sections, one to be known as the signal corps and the other as the engineer corps. Each section will be under command of a lieutenant and both will be subordinate to the captain, there being only three commissioned officers.

INDIANS AGREE TO LEASE RESERVATION.

Rapid City, S. D.—(Special).—Inspector Jenkins has succeeded in closing a deal with the reservation Indians in which they agree to lease all the reservation lands that have not been allotted to ranchers. By this agreement the ranchers are to pay into the Indian treasury \$1 per head per annum. And all Indians, half-breeds or squaw men who own over 100 head of stock must pay an equal amount for all stock over 100. This money all goes into the treasury and when it is collected will be apportioned out to the individual Indians.

The limit is placed at 100,000 head of cattle, which means \$100,000 for the Indians. The new treaty will go into effect January 1, 1902, and as soon as contracts are made to the amount of 100,000 head of cattle the bids will be closed. The treaty provides only for pasturage on land that has not been allotted, but the Indians themselves must keep the cattle from trespassing on their own land. No white man can obtain residence on the reserve by virtue of a cattle lease, unless he marries an Indian woman and becomes what is generally known as a "squaw man."

The squaw men live on the reservation only through the suffrage of the Indians, and should any Indian raise an objection the squaw men would be ordered off the reservation immediately.

FIRES FIFTY SHOTS AT PORTO BELLO.

Colon, Colombia.—(Special).—A Mr. Murphy, an American, relates the following story corroborating the report that the Colombian gunboat General Pinzon fired on Porto Bello:

On Monday morning Murphy was in an open boat bound for Playadonna on a mining excursion. Beside himself there were three Chinese and a Colombian negro in the boat, which was commanded by the colored man. When they were passing Porto Bello a boat containing soldiers from the General Pinzon, which was then at anchor off Porto Bello, captured Murphy and his companions. After they had been made prisoners and while on their way to the gunboat, the General Pinzon fired many shots at Porto Bello. On arriving on board the gunboat Murphy learned that no less than fifty shots had been fired at Porto Bello. He says also that from the gunboat one or two of the largest houses of the place could be plainly seen to have been wrecked.

Mooday, when General Pinzon went ashore, he said the town was evacuated. Not a single liberal was to be seen, all having fled when the gunboat arrived. Murphy said explosive bullets were used, by the liberals, as one bullet brought on board the General Pinzon was subsequently exploded while Murphy was handing it over to the officers of the gunboat Marietta when the General Pinzon returned to Colon.

TO MAKE THE INDIAN A CITIZEN.

Washington, D. C.—(Special).—Senator Quarles of Wisconsin, who is chairman of the committee on Indian affairs of the senate and who made a tour of the Indian reservations last summer with Indian Commissioner Jones, talked with the president about the Indian question generally. He agrees with Commissioner Jones in the belief that to make the Indian self-supporting should be the aim of the government and that its attainment would solve the problem. Progress to that end, he says, must proceed slowly. In a general way he thinks the first steps must be the breaking of tribal relations, the allotment of the lands in severity and the admission of the Indian youth to public schools. The Indian eventually should become a citizen.

China Honors McKinley.

Washington, D. C.—(Special).—The state department has received a report from the consul general at Shanghai stating that the guilds of silk, tea and cotton piece goods dealers have contributed of their own initiative to a fund to erect a monument in Shanghai to the late President McKinley and announce that they are doing this to show their appreciation of the man and his attitude toward China. It is said that never before has such action been taken.

VAN SANT'S LETTER PUBLIC.

Minnesota's Governor Urges An Early Conference of the Various Governors.

The Governor Addresses the Other Executives on the Recent Railroad Consolidation Matter.

St. Paul, Minn.—(Special).—The text of the letters written by Governor Van Sant to the governors of North Dakota, Montana, Idaho and Washington were substantially the same as the following copy of one just made public:

Frank White, Governor of North Dakota, Bismarck, N. D.: Dear Sir—No doubt your attention has been called to the organization under the laws of New Jersey of a corporation known as the Northern Securities company and to the public announcement that it is the declared intention of the corporation, as well as to the avowed object of its existence, to secure the control and management of the three great railroads owned by the Great Northern, Northern Pacific and the Chicago, Burlington & Quincy companies.

Such consolidation or control as is said to be in contemplation is not only in direct violation of the laws of Minnesota, and I understand, of your state as well, but is a startling menace to the commercial welfare of the immense territory of the railway lines mentioned.

The legislature of Minnesota, believing that the abolition of competition between parallel lines of railways in this state will be injurious to the best interests of our citizens and hostile to the public welfare, has adopted stringent laws to prevent any combination or singular ownership or control of parallel or competing lines that would in any degree hamper or restrict the most open and free competition in the establishment of rates. It being the evident purpose of the Northern Securities company to effect the consolidation or unity of ownership and control mentioned, I deem it my duty as governor of Minnesota to do everything in my power to enforce the laws and prevent any such consolidations.

I believe that the interests of the people, as well as the public welfare of your state, are alike with those of this state in this matter, and, such being the case, more beneficial results can be secured by co-operative action between and among the states mentioned, so far as such action is feasible. Such belief prompts me to suggest to you the advisability of a conference on this subject at such time and place as may be agreeable to you, as well as free expression of opinion on this matter by correspondence. I shall be very glad, indeed, to receive your views on this subject, and any suggestions you may be pleased to offer in relation thereto. Very truly yours, S. R. VAN SANT.

MISS STONE IS REPORTED DEAD.

Washington, D. C.—(Special).—Secretary Hay received a dispatch from Constantinople today repeating a rumor that has reached there that Miss Ellen M. Stone, the American missionary who has been held captive by Bulgarian brigands for several months and her companion in captivity, Mme. Tsilka, are dead.

The report lacks confirmation and is not credited by either Spencer Eddy, the American chargé at Constantinople, or by Mr. Dickinson, the consul general there.

The reported death of Mme. Tsilka is said to have been from childbirth, and that of Miss Stone from grief, the story coming from Salonika.

Regarding Mme. Tsilka, the report is regarded here as probably a reiteration of a story which has been repeated heretofore several times. The latest accounts from Miss Stone have represented her to be in good health.

IOWA DEMOCRAT BOOTS AN EDITOR.

Ottumwa, Ia.—(Special).—Thomas J. Phillips, democratic candidate for governor in the recent campaign, general agent for Iowa for the Whitebreast Fuel company of Illinois and former mayor of this city, met R. H. Moore on Market street and kicked him after telling him in no sparing terms what he thought of his actions. Moore was formerly editor of the Ottumwa Democrat and now conducts the Saturday Herald, a weekly society paper. During the recent campaign the paper did not mention Phillips, but afterward referred to him as a possible candidate for senator along with Cato Sells and other democrats who had not looked with kindness on Phillips' candidacy. This made Phillips angry and he wrote to Moore, prohibiting the use of his name in the Herald and canceling his subscription. Moore reproduced the letter in his paper November 16, along with an article commenting on it. Last Saturday he again mentioned Phillips' name and the encounter was the result.

Seaman Favor Geary Act.

Buffalo, N. Y.—(Special).—At today's session of the International Seamen's Union of America resolutions were adopted urging the re-enactment of the Geary Chinese exclusion act and calling upon the senate of the United States to amend the conventions entered into between this country and foreign nations whereby sailors may be arrested for simple cimple violations of a civil contract to labor on board ship. Such violations, it is said, are dishonorable to seamen.

GOVERNOR GEER, OF OREGON, SPEAKS.

Salem, Ore.—(Special).—Governor Geer has replied to Governor Van Sant of Minnesota on the latter's request for views on the absorption of the Northern Pacific and Great Northern railways by the Northern Securities company. Governor Geer said:

"Oregon has no laws regulating combinations of capital and none regulating freight rates. Passenger fares are limited to 4 cents per mile, but two lines, the Northern Pacific and the Oregon Railroad and Navigation company, have voluntarily reduced the rates to 3 cents. The Oregon Railroad and Navigation company and the Southern Pacific company are making commendable efforts toward the development of their respective territories and have become a great help to the people."

Regarding consolidation, Governor Geer says: "Unless consolidation of railway companies should be followed by increased freight and passenger rates it would be difficult to see where objection to it would lie. If this result should follow it is a matter within the power of the state legislatures to control. It may prove an easier matter to regulate rates than to prevent consolidation."

After commending Governor Van Sant's efforts to enforce the laws of his state, Governor Geer says:

"No question in this country, either present or future, is paramount to the one of preserving unquestioned the best interests of those who are known as the common people. I would certainly favor holding such a conference as you suggest, but could not attend unless held on this coast, which would perhaps not be feasible."

GOVERNOR TOOLE IS WILLING TO HELP.

St. Paul, Minn.—(Special).—A special to the Dispatch from Helena, Mont., says: Governor Toole last night replied to the invitation of Governor Van Sant to attend the conference of governors of northwestern states to agree on concerted measures to prevent the consolidation of railroads under the joint ownership of the Northern Securities company.

Governor Toole said in part: "If you have rightly interpreted the purpose of this organization as it relates to the state of Minnesota, there would seem to be no doubt but that such consolidation is a violation of the spirit, if not the letter, of our constitution. Outside of prohibiting the consolidation of parallel or competing lines, our statutes provide that every person, corporation, stock company or association of persons in this state who directly or indirectly combine or form what is known as a trust, or tend to create a monopoly in the manufacture or sale of any article, is punishable by imprisonment in the state prison for not exceeding five years, or by a fine not exceeding \$10,000, or both. Every corporation violating the provisions of this section forfeits to the state all its property and franchises, and in the case of a foreign corporation it is prohibited from carrying on business in the state."

"I am not sufficiently advised at this time to indicate what remedies are available to defeat this consolidation and its purpose to defeat rates of transportation in this state, but whatever lawful methods are available will be employed, and to that extent our co-operation may be relied upon."

New York.—(Special).—When the reply of Governor Toole of Montana to the invitation of Governor Van Sant of Minnesota to enter a conference of northwestern governors of states against the Northern Securities company was shown to James J. Hill, president of the Great Northern railway, he said: "When the gentlemen get through telegraphing to each other they will find that the Northern Securities company is entirely within its rights and is not violating any laws of the states of Montana or Minnesota."

MR. DAVID NATION GETS A DIVORCE.

Kansas City, Mo.—(Special).—A special to the Star from Medicine Lodge, Kan., says: David Nation has been granted a divorce from his wife, Mrs. Carrie Nation, "the joint smasher." The court exonerated Mrs. Nation from the charge of cruelty to her husband and divided the property. The Medicine Lodge home will go to Mr. Nation and outlying property to his wife.

In reply to questions of the court, Mrs. Nation said that one reason she fought the proceedings was that she wished to continue to share the pension money drawn by her husband. Mr. Nation, in support of his petition for divorce, cited a letter from his wife in which she denounced him as a "hellbound hypocrite." He charged her that she did not attend to his wants.

Judge Gillett granted the divorce on the ground of gross neglect of duty. When Mrs. Nation first started out on her career of joint smashing a year ago Mr. Nation seemed to be in sympathy with her raids, but when she spent all of her time away from home crusading or serving sentences in jail for destroying property he went to the home of his daughter in Indiana and lived.

Train Jumps the Track.

Ducktown, Tenn.—(Special).—A north bound freight train on the Atlanta, Knoxville & Northern railroad was wrecked two miles south of here. Conductor Harvey Ott of Knoxville and Engineer Edward Dawson of Blue Ridge, Ga., were killed and the fireman and brakeman were seriously injured. The locomotive jumped the track while running at a high rate of speed around a sharp curve. It rolled down a forty-foot embankment and was followed by several iron cars.

BURLINGTON'S LONG LEASE.

Rent Their Railroad System For Nine Hundred and Ninety Nine Years.

Every Line Now Controlled By the "Q" Route Is Involved in the Transfer of Authority.

Burlington, Ia.—(Special).—The Chicago, Burlington & Quincy Railroad company, the \$100,000,000 corporation recently incorporated here for the purpose of operating lines in this and other states, is about to enter into a 999-year lease of all the lines owned, controlled and operated by the Chicago, Burlington & Quincy company.

Papers necessary to effect the transfer have been prepared and the lease has been authorized by the stockholders of both companies in meetings recently held. If actual execution of the lease has not been made, it soon will be, but it is understood that it already bears the signatures necessary to make it a legal document.

It is understood that at the meeting of the stockholders of the Chicago, Burlington & Quincy Railroad company, to be held in Chicago, the lease will be ratified and that at a similar meeting of the Chicago, Burlington & Quincy Railroad company to be held here soon similar action will be taken.

To complete the deal the Chicago, Burlington & Quincy railway people will also meet and elect permanent officers. The old officers will be re-elected by the new regime. Accordingly, the Chicago, Burlington & Quincy railway has simply leased to itself under a new name what it owned and controlled under the old organization.

The exact terms of the lease cannot be ascertained, but it is understood that the old company will continue to be the dividend paying concern and that both boards as well as both official rosters will be the same.

The mystery of the frequent adjournments of the Chicago, Burlington & Quincy railway company's stockholders' meetings has been explained. It is stated that the annual meetings will hereafter be adjourned from week to week, so that any official act that may become necessary to the welfare of the property may be done without delay.

This method is the one employed by Mr. Hill in connection with the Great Northern road and has been found of great convenience in case of emergency.

With reference to the organization of the new railway company it is explained that such a concern was deemed essential in connection with refunding of bonds, which will be begun in 1902. At present the Chicago, Burlington & Quincy Railroad company has a large assortment of special bonds issued against various portions of the system and for a variety of purposes.

About \$28,000,000 worth of these miscellaneous bonds will begin coming due soon and will have to be paid. It is the purpose of the owners of the property to issue in their stead bonds of the Chicago, Burlington & Quincy Railway company and to make the authorized issue sufficient to take care of the future needs of the system. The proceeds of the new bond issues will be available for all purposes and the financial policy will be greatly simplified.

Such a plan, however, could not be carried out without the organization of a new company, incorporated, as is the Chicago, Burlington & Quincy Railway company, in a state whose laws do not require that the bonds of a corporation bear a certain relation to the amount of capital stock. It is asserted that for this reason the new company would have been organized irrespective of the change in control of the Burlington.

GOINGS ON IN THE PHILIPPINE ISLANDS.

Manila.—(Special).—Second Lieutenant Louis J. Van Schaick of the Fourth infantry, while scouting with a few men of that regiment, met 150 insurgents, who had attacked and sacked the hamlet of Siraaca, near Cavite.

Upon seeing the Filipinos Van Schaick ordered his men to charge them. The command was obeyed and Van Schaick, being mounted, reached the insurgents sixty yards in advance of his men. He killed three of them with his revolver. An insurgent fired his rifle point-blank at Van Schaick four paces away, but missed.

Lieutenant Van Schaick was then knocked from his horse. He jumped to his feet and engaged in a hand-to-hand conflict with the enemy, using the butt of his revolver. He sustained two severe wounds, one of which nearly severed his wrist. At this point the lieutenant's men arrived, rescued him and put the insurgents to flight.

Van Schaick is in the military hospital at Manila and is doing well. He had already been recommended for a medal of honor for bravery in a previous engagement.

His Attitude Pleases Them.

Washington, D. C.—(Special).—Thos. F. Walsh, president, and General F. W. Maxwell, secretary, of the executive committee of the National Irrigation association, saw the president.

They told him that the expansion of international trade and commerce of the United States by the creation of more homes in the west was the object of their association and that they fully endorsed the report of Secretary Hitchcock on the subject of irrigation. After seeing the president they said