

THE NORFOLK WEEKLY NEWS-JOURNAL.

NORFOLK, NEBRASKA, FRIDAY, MARCH 29, 1907.

BEGIN RAILROAD TASK

NEBRASKA COMMISSION'S AUTHORITY IS A FACT.

GOVERNOR HAS SIGNED BILL

The Nebraska Railway Commission Has Begun Its Task of Supervising the Railways of the State—What the Bill Means to Nebraska.

Lincoln, Neb., March 28.—Special to The News: The Nebraska railway commission began the task of supervising the railroads of the state this morning.

Governor Sheldon signed the railway commission bill last night. The new law is drastic in its provisions and the railways of the state must observe its provisions or suffer severe penalties.

The members of the railway commission must be thirty years of age. They must not have any interest in any common carrier doing business in the state. They must not engage in any business allied to or inconsistent with the business of the commission. Should a vacancy occur the governor must fill it by appointment.

Salaries of the commissioners are fixed at \$3,000. No person shall be secretary of the commission who shall not be able to qualify as a commissioner. The commission must organize as soon as the bill is signed. The sum of \$6,000 is allowed for office expense and clerical hire. A salary shall not be more than \$2,500 and two clerks may be engaged at not more than \$1,200 per annum.

The railway commission has general charge of the railway companies, express companies, car companies, sleeping car companies, freight companies, telegraph companies, street railway companies or any other common carriers.

The commission must divide all freight into general and special classes and fix a reasonable rate for each class. The rates may vary as it is deemed just to the various railways of the state. Joint freight rates, switching and terminal charges must also be fixed by the commission. Charges, service and equipment of all the railroads must be examined. A complete report must be filed with the governor biennially. The chairman shall have power to administer oaths. Witnesses may be sent for and books and papers must be brought in at the request of the commission. Shipper, officers and employes must answer all questions. Fines for violation of the regulations may not exceed \$25,000.

Freight rates between Nebraska points and the points in other states must be examined. Violations of the law must be called to the attention of the attorney general while the commission may hire additional counsel. Railroads must file with the commission within thirty days after this act takes effect complete schedules, classifications and tariffs covering the passenger and freight business. Then the commission must furnish a new and complete schedule to the railways, authenticated with the seal of the commission.

Within sixty days and not less than thirty days this new rate sheet will be effective. Persons, shippers, cities or corporations may file complaints. The railroads are notified and the date is set for the hearing. In case of dispute the lowest rate accepted for traffic shall be accepted as prima facie evidence that the charge is a just and reasonable one. After the hearing the commission shall announce its decision.

After securing a transcript of the proceedings, any railroad may appeal to any district court of the state for redress. The burden of proof shall rest upon the plaintiff to show that the rate or ruling is an unreasonable one.

On or before August 1, 1907, and annually thereafter a complete report of the affairs of the railroad must be filed with the railroad commission. This shall contain a statement of all persons who have received passes and the relation they bear to the railroad. Rebates, discriminations, preferences and special privileges of all kinds are forbidden and punishable by heavy fines. Railroads may haul freight for fairs, expositions or hospitals at a reduced rate. Actions for the violations of the law may be brought against the company in any court of any county through which the road runs. The act has the emergency clause and goes into effect as soon as signed by the governor.

Dr. H. J. Winnett, Robert Cowell and J. A. Williams compose the commission. They were elected last fall, the constitution being amended to provide for a commission at the same election.

SENATE CUTS APPROPRIATIONS
Leaders Say House Figures Must Be Reduced \$1,250,000.

Lincoln, March 28.—The senate indefinitely postponed the bill to tax real estate mortgages and put the single tax theory of Governor Sheldon into practice.

The senate began cutting down appropriations made by the house, and announcement was made by leading members of the finance ways and

means committee that house appropriations must be reduced \$1,250,000.

The house passed two railroad bills, both originating in the house, one compelling roads to furnish side-tracks to elevator owners; another requiring them to furnish scales and weigh shipments in carload lots at division points, and providing for a state weighmaster.

The house recommended for passage the bill reducing express rates 30 per cent.

The house sleeping car reduction bill was revived, following the defeat of the senate bill, and recommended to pass.

By a vote of 32 to 30 the prohibitory amendment bill was reported for passage.

Governor Sheldon signed the railway commission bill. It carries the emergency clause, and is immediately effective, but the railroads are given thirty days without penalty in which to file freight schedules under the provisions of the new law.

Yesterday was the first day the members of the commission went to work without pay.

Eugene H. Butler, one of the commissioners, is a member of the board of directors of the Platte river bridge over the Platte river. He is a member of the board of directors of the Platte river bridge over the Platte river.

The warm winds of the last few days had made the bridge dry as tinder. A freight train passed over the bridge about 6 o'clock and some time later it was discovered on fire. Seven twenty-foot spans were burned out. The Burlington trains are being sent around by way of Central City. The loss will be about \$1,500. The bridge is nearly a mile long.

Discuss Federal Regulation of Roads.

Washington, March 28.—An important conference was held at the white house, at which the railroad situation was discussed. Those present were Secretaries Cortelyou, Garfield, Assistant Secretary of State Bacon, Chairman Knapp and Special Counsel F. B. Kellogg of the interstate commerce commission and all the members of that commission, except Messrs. Prouty and Cockrell, who are out of the city. After the conference adjourned it was stated that the meeting was called to outline a scheme to be presented to the next congress for the federal regulation of railroads.

No More Negroes Wanted.

Houston, Tex., March 28.—An announcement was made at the local recruiting station that orders have been received from the war department at Washington instructing that no more negroes be accepted for services in the army, also that all negro troops in the United States will be dispatched forthwith to the Philippines.

JURY AFTER PASSHOLDERS

Railroad and Express Company Managers Called Before Inquirers.

Chicago, March 28.—The federal grand jury began an investigation into the workings of the new rate law and its relations to the issuing of railroad passes and express company franks.

Several of the superintendents and other general officers of the various express companies have been summoned to appear before the grand jury tomorrow and have been requested to bring with them all records showing the names of persons to whom franks have been issued since the passage of the rate law.

Winchell Warns Illinois Solons.

Springfield, March 28.—President B. L. Winchell of the Rock Island railroad advised the railroad committees of the Illinois house and senate to be conservative in the matter of railroad legislation. If the judgment of legislators is influenced too much by the present outcry against railroads, asserted Mr. Winchell, measures might easily be passed which would endanger the prosperity of the country.

Verdict in Santa Fe Wreck.

Los Angeles, Cal., March 28.—The coroner's jury investigating the cause of the collision between two Santa Fe passenger trains on the Buena Vista bridge last Saturday night, which resulted in the death of five persons and the injury of a score of others, returned a verdict finding Engineer Kelly and Conductor Humble guilty of disobeying orders and the Santa Fe guilty of negligence.

High Graders Lose Stolen Ore.

Pueblo, Colo., March 28.—Thirty-six sacks of gold, valued at \$10,000, said to have been stolen from the mines at Rhyolite, Nev., and shipped into Pueblo by "high graders," were seized at the local office of the Wells-Fargo Express company by Deputy United States Marshal Frank of Denver. The ore was sent into Pueblo a sack at a time and was addressed to George B. Richardson.

Kirkman Files Appeal.

St. Louis, March 28.—A petition for a writ of habeas corpus was filed in the United States circuit court of appeals on behalf of George W. Kirkman, formerly captain in the Twenty-fifth United States infantry, who is now serving a two-year sentence in the penitentiary at Fort Leavenworth, Kan. In this petition Kirkman alleges that his detention is unlawful.

STRIKE SEEMS NEARER

TRAINMEN AND MANAGERS HOLD FRUITLESS CONFERENCE.

DENY TWELVE PER CENT RAISE

Railway Managers Object to Further Increase and Strike of Forty-Five Thousand Men Impends—Federal Authorities May Intervene.

Chicago, March 28.—The 45,000 trainmen of the western railroads seem nearer a strike than at any time since the negotiation with the general managers of the roads. An increase in wages and a shorter workday were started two months ago. The conference between the representatives of the men and the railroad officials lasted four hours, but was a failure so far as bringing about a solution of the trouble is concerned.

The railroads offered the men increases of 7 per cent to passenger conductors and 10 per cent to the employees, including brakemen, firemen, baggage men and allied workers. The men had demanded an increase of 12 per cent and a nine-hour workday, and when the officials declared their offer was the best that could be made the conference ended, as the men by a referendum vote, taken last week, had decided not to accept anything short of their original demands.

Immediately after the conference broke up the representatives of the men got together to consider the advisability of calling a strike in order to bring the railroads to terms. Just what decision was reached is not known, as the union men declined to discuss what had taken place at the meeting. They were a unit, however, in declaring a peaceable settlement of the controversy can only be reached by the general managers offering concessions. Another meeting of the union men has been scheduled for today and the general belief is that a strike will be called within the next forty-eight hours unless the railroad officials request another conference to try and settle the matter without resorting to a fight.

P. M. Morrissey, chief of the trainmen's organization, said: "We have been instructed by the men we represent to call a strike unless the offer of the roads was satisfactory to us. The vote by which this attitude was reached carried the strike proposition by a tremendous majority. We are not satisfied and the men are not satisfied. We are not going to ask for any more conferences with the general managers. It is up to these gentlemen now to prevent the men quitting work, and the only way they can do this is to accede to our demands."

A. B. Garretson, chief of the conductors, also declared that no further conferences would be held with the general managers.

The railroad officials are not quite so pessimistic over the situation. When the men were declaring a strike was inevitable, Secretary Slasson Thompson of the General Managers' association said:

"We have not yet given up hope of a peaceable adjustment of the difficulty. We have conceded a great deal to the men already and it would seem to be but a matter of a short time until the union officials will see their way clear to accepting the general managers' proposition. I am of the opinion that the conference will be resumed again within the next two days and that some sort of an agreement will be reached."

The United States government will be asked to intervene to prevent a strike and if the plans of the general managers do not miscarry the whole controversy will be submitted to arbitration for settlement. The general managers gave out a statement declaring they will demand arbitration under the Erdmann act.

ORGANIZER SHAGG FINED

Other Officers of Railway Mail Clerks' Union Stated for Dismissal.

Los Angeles, Cal., March 28.—Hugh G. Shaugh of this city has been dismissed from the railway mail service for his part in the organization of the Brotherhood of Railway Mail Clerks. A. H. Stephens, superintendent of the railway mail service of the Pacific coast, says:

"The action of the department in the Shaugh case indicates that the department will not tolerate the brotherhood."

Mr. Stephens will leave April 3 for Washington to attend the convention of superintendents of the railway mail service.

It is also said that C. L. Hobbs and Marcus L. Shaugh, officers of the brotherhood in San Francisco, are to be dismissed for their part in the movement.

French Mission Returns From Oudja.

Lalla Marnia, Algeria, March 28.—The French military mission has returned here from Oudja. With it have come all the European residents of Oudja, who report that the town is calm and the people do not suspect the forthcoming occupation. The Moroccan garrison in Oudja consists only of a small escort for the governor, and there is very little probability of any resistance to the French column.

COAL RATES ARE TO STAND

After Confering With Commission Presidents Change Their Mind.

Washington, March 28.—Prompt action by the interstate commerce commission has averted what might have developed into a serious clash between the coal shippers and the railroads of Indiana and Illinois. March 15 the Indiana railroad commission, the United Mine Workers and representative coal operators of Illinois and Indiana complained to the commissioners that the carriers had given notice of an advance of 2 cents a ton on coal from Indiana and Illinois points to Chicago. Such an advance, they pointed out, would seriously affect both operators and miners.

Since that time the commission communicated with the presidents of all the roads interested, and in the words of Chairman Knapp "certain suggestions" were made to the railroads.

It was announced by the commission that replies to the communications had been received from the interested lines and that the determination to make the proposed advance in the coal rates had been reconsidered and abandoned.

CARNEGIE AT WHITE HOUSE

Steelmaster Says President's Railroad Policy Is Conservative.

Washington, March 28.—Andrew Carnegie, who is in Washington for a few days, expressed the following opinion on the railroad situation:

"I absolutely endorse the president's attitude toward the railroads. He is the best friend they have and they ought to realize it. The railroads had better stand with him. If they do not accept his moderate measures they may be confronted by a man in the white house who will approach the question of the railroads from an entirely different standpoint. I regard the president's influence as to the railroads as wholesome and conservative."

Mr. Carnegie lunched with the president. Others present were Vice President Fairbanks, Secretary Cortelyou and Robert S. McCormick, American ambassador to France.

RUSSIAN EDITOR IS KILLED.

Former Member of Duma Assassinated as He Leaves Home in Moscow.

Moscow, Russia, March 28.—Dr. Jollos, editor of the Russki Vledomosti, was assassinated here by a youth, who shot him with a revolver as he was leaving his residence. The murderer escaped. Dr. Jollos was a member of the lower house of the first Russian parliament.

Rurales in Pursuit of Outlaws.

Durango, Mex., March 28.—In a desperate fight between rurales and a band of outlaws under Gumersindo Ortega, in the San Juan del Rio mountains, Ortega, who was considered one of the most dangerous bandits in northwestern Mexico, and his band were driven into the mountains, with the rurales in close pursuit. The American colony at Corieto, a mining camp in the San Juan del Rio district, have made frequent appeals for protection.

WRECK ON NORTHERN PACIFIC

Engineer and Fireman Are Killed in Minnesota Accident.

St. Paul, March 28.—A Northern Pacific passenger train was wrecked at Carlton, Minn. Thomas M. Quinlan, engineer, and William Mesekomer, fireman, both of St. Paul, were killed. Two or three passengers are reported slightly injured. The cause of the wreck is said to have been the stoppage of a drain pipe and the overflow of water, which undermined the track, causing a spreading of the rails.

Marvin Clue at San Antonio.

San Antonio, Tex., March 28.—According to the statements of the local detective department, who have been searching for Horace Marvin, Jr., who disappeared from his home in Dover, Del., March 4, a child answering the description of the missing boy has been seen here by several parties, but when an effort was made to locate him the child had disappeared under rather mysterious circumstances. The search, however, is being continued.

TELEGRAMS TERSELY TOLD

Having adjusted all difficulties with labor unions, the newspapers of Butte and Anaconda will resume publication at once.

The Spanish government has issued an official note expressing its wholehearted concurrence in France's desire to stop the intolerable disorders in Morocco.

The state closed its case in the trial at Carmel, N. Y., of Jennie Burch, the fifteen-year-old girl, for the murder of Wilbur Winslip, the baby she had been employed to nurse.

Announcement that Richard Mansfield, the actor, has abandoned his spring tour through the country, owing to his illness, was made by B. D. S. Stevens, Mr. Mansfield's manager.

President Roosevelt has promised to make an address at the dedication of a statue to the memory of the rough riders to be erected at Arlington National cemetery on the afternoon of April 12.

300 PEASANTS ARE KILLED

REGULAR BATTLE FOUGHT IN TOWN IN WALLACHIA.

DISORDERS ON ROYAL DOMAINS

Troops Sent to Guard Estates of King Charles—Body of Lieutenant Jonileson Torn to Pieces by Rioters. Vlashka Overrun by Marauders.

Berlin, March 28.—According to the Czernowitz correspondent of the Lokai Anzeiger, the situation in Wallachia is worse. The number of persons killed daily is growing enormously. Three hundred persons have been killed in an encounter between peasants and the military at Stareske, and there have been two bloody battles at Nastanestir, in one of which Lieutenant Jonileson was killed. Peasants tore the body of the lieutenant to pieces and danced around the bloody remains to wild music.

Similar atrocities are reported from the districts of Dimbovitza and where numerous villages and towns have been burned down.

The situation in Galatz is most threatening. The longshoremen are fraternizing with the peasant rioters and Galatz has ordered shops closed for three days. The people are in a wild panic.

Grave disorders are reported on the estates of King Charles at Poana, 500 troops have been sent to the royal domains. It is said large numbers of peasant rioters have been killed in conflicts near Braila and Papulesca and it appears that a large number of rioters on their way to enter the town of Galatz, were repulsed by soldiers near the village of Losaveni with a loss of twenty men killed after which the peasants turned their attention to Braila.

Sanguinary fighting is reported also at Vlasta and at Craiova. The disorders at Nasceni have been suppressed by the killing or wounding of twenty-five men. At this point the troops dispersed 500 incendiaries. There is still serious fighting in the Vlashka district, where bands of plunderers, who have taken refuge in villages, are being shelled by the troops.

GAS WELL BURSTS ITS COVER

Gusher Near Sapulpa Is Burning Fiercely After Making New Outlet.

Sapulpa, I. T., March 28.—The gas well two miles east of here that caught fire Saturday is still burning fiercely.

After fourteen days of work the well was capped, but the great volume of gas found another way out through the crevices and for half a mile it spread open the earth. At one place a hole three feet wide and twenty feet long was torn. Then the escaping gas caught fire and has been burning ever since. At one place a sheet of flame twenty feet long and fifteen feet high is blazing. Tons of rock and shale were thrown from the cracks and the constant tremble of the earth is frightening the farmers and oil operators in the vicinity of the well. Great pools of oil on the creek and in the ravines also are on fire and there are no signs of abatement.

FRENCH ARE SUPPORTED

Europe Approves Action of France in Reference to Morocco.

Paris, March 28.—In official quarters here it is recognized that the Moroccan situation is serious, but the consensus of European opinion, being favorable to France's action, a solution of the difficulties is regarded as being very simple and as not likely to produce complications. The sultan of Morocco is expected to yield promptly all the claims formulated by the commander of the French armored cruiser Jeanne d'Arc, now at Tangier, as soon as he is convinced that the French attitude is inflexible and that France has the unanimous support of the powers.

Work on Moffatt Road.

Denver, March 28.—J. W. Kelley, city passenger agent of the Denver, Northwestern and Pacific railway (the Moffatt road), announced that the builders expected to have the line completed to Salt Lake within three years from date. So far 126 miles of road has been built, he said, at a cost of \$10,000,000.

Boxes on Rural Mail Routes.

Washington, March 28.—A decision by Fourth Assistant Postmaster General De Graw insists upon an adherence to the regulations requiring that boxes on rural mail routes shall be erected by the roadside so that carriers can easily obtain access to them without deviating from their routes or dismantling from their vehicles.

The Starry Cross.

The first order ever bestowed upon women was the order of the Starry Cross, founded in 1668 by Eleonor, widow of Ferdinand III, of Austria, in thanksgiving for the saving of a portion of the holy cross at a fire in the palace at Vienna. This order, which was confirmed the following year by the pope, is divided into two classes, containing different jewels, and is conferred in recognition of distinguished virtues. It is worn on the left breast attached to a black ribbon.

THE CONDITION OF THE WEATHER

Temperature for Twenty-four Hours.

Forecast for Nebraska.

Conditions of the weather as recorded for the twenty-four hours ending at 8 a. m. today:

Maximum .. 43
Minimum .. 26
Average .. 34
Barometer .. 29.50

Chicago, March 28.—The bulletin issued by the Chicago station of the United States weather bureau gives the forecast for Nebraska as follows: Showers tonight and Friday.

Saloon Falls.

Lindsay, Neb., March 28.—Special to The News: The saloon operated and owned by P. W. Pedersen closed its doors yesterday, filing a petition in involuntary bankruptcy.

JUSTICE O'BRIEN RESIGNS

Chairman of the Lunacy Commission Declines to Serve.

New York, March 28.—After the resignation of Justice O'Brien as chairman of the Lunacy Commission, the state has been trying Harry K. McClure for more than two months.

Mrs. Sage Gives \$100,000.

New York, March 28.—At a meeting of the International committee of the Young Men's Christian association it was announced that Mrs. Russell Sage had added \$100,000 to her recent donation of \$250,000 for the building of a home for the committee. When Mrs. Sage examined the plans prepared, she decided that an additional gift would be required.

FATAL DYNAMITE EXPLOSION

Shipped as "Percussion Caps," Explosive Kills Three at Atlanta.

Atlanta, Ga., March 28.—As the result of the explosion of eight cans of dynamite in a freight car standing near the Southern railway freight depot, two negroes, William Smith and William Jenkins, were killed, one was fatally injured and several other persons, whites and negroes, were more or less seriously injured.

The car in which the dynamite was located was demolished, three other freight cars were wrecked and considerable damage was done to the freight depot. The dynamite is reported to have been shipped from the Dupont Powder company to its branch in Atlanta and was declared to have been shipped as "percussion caps."

RAILWAY OFFICIALS INDICTED

Manslaughter Charge Preferred Against New York Central Officers.

New York, March 28.—Indictments charging manslaughter in the second degree were returned against the New York Central railroad, Ira A. McCormick, general superintendent of the company, and Alfred H. Smith, one of its vice presidents, in connection with the wreck of the Brewster express on the Harlem division of the railroad last month.

McCormick and Smith entered pleas of not guilty and were released on \$10,000 bail each. The grand jury also handed up a presentment containing many recommendations to the state railroad commissioners concerning restrictions on the railroad operation in this state.

HAS MANIA FOR EXPLOSIONS.

Boy Tries to Blow Up County Hospital at Cripple Creek.

Cripple Creek, Colo., March 28.—Roy Bourquin, aged seventeen years, was arrested here, charged with attempting to blow up the county hospital with dynamite. He placed several sticks of dynamite in the hospital furnace, but luckily it was discovered in time. Had it exploded heavy loss of life doubtless would have resulted. Bourquin has a mania for explosions. A year ago he lost an eye and his right hand as the result of setting off dynamite.

Stockman Robbed on Street Car.

San Francisco, March 28.—Simon H. West, an aged stock raiser of Leroy, Ill., was robbed of a pocket-book containing two drafts for \$5,000 and \$1,000, \$100 in currency and two Pullman sleeper tickets while traveling from the ferry to the Hotel Netherlands on a street car.