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MORNING EDITION.

Price Five Cents

The Issue Publicly Discussed at the State Capitol.

The Railroad Managers Oppose All Legislation, and Deny That Abuses Exist That Need Redressing.

Have the People of Nebraska Rights Which Railroad Monopolies Should Respect?

The Duty of the Legislature Defined.

Special Correspondence of THE BER. Lincoln, February 8 .- The meeting for the discussion of the railroad question took place last night in the galleries were well filled, and many of the leading men of Nebraska were present. The meeting was called to present. The meeting was called to ship these papers on the evening state of Nebraska wants discrimina-order about 8 o'clock, when Senator train; he told us it would be impossition. The constitution does not pro-Wells, of Saline county, moved that a committee of three be appointed to arrange a programme for the evening. The chair appointed Senators Wells, Burns, of Dodge, and Gere. Senstor Doane said the object of the senate rallroad committee had in calling this meeting was to hear the opinions of the chief railroad men on the question-men whose business it was to inform themselves of the practical workings of the railroads. Discussion of both sides of the railroad question as we find it to-day was also asked. by freights. Furthermore, I would Mr. Vining—Not to my knowledge. Mr. Vining—Not to my knowledge. Mr. Rosewater—Then you had bet-

our action concerning many points upon which I need information, and I presume there are other members of the committee who are willing to make the same modest confession. Mr. Wells announced that Mr. E. Touzalin, manager of the B. & M railroad, would address the meeting

and figures, upon which we can base

with some facts and figures. MR. TOUZALIN is a vigorous talker. His speech was by far the ablest one made by the railroad representatives. He had not come prepared to make a speech. While there was a great deal to be said upon the question, he would confine himself to only a few of the chief points in connection with the subject. He could convince every reasonable person present who was willing to know the truth on the subject that railroad rates in the state are reasonable and the taxes are what the constition calls for. He understood that it was the business of the legislature to make laws in accordance with the constitution. But there was a good deal of misunderstanding relative to what the legislature can do by the rathroads. The constitution did not forbid discrimination, but unjust disrailroads were not charging high rates. The local rates in Nebraska should not be lower than they are in Iowa. The Republican Valley road is not earning the grease used on it.

The B. & M. should at least be allowed to charge the same as the Cedar Rapids and Northern road, but it was not doing so. The only roads in the state of Iowa that are charging less rates than the Nebraska lines are the three pool lines. He had the tariffs drawbacks given by the rallroads in of the various roads with him. The this state has created monopolies local rates here are just a trifle higher than in Iowa. Suppose that the B. & merchants in various towns along their M. earnings were enormous. The roads. Mr. Tonzalin desires the Nelocal rates don't amount to shucks. brasks rates to be the same as the lowa Eighty-seven per cent. of its business rates, and so do I, so far as passenge is through freight. Now, what has tolls are concerned. A few days ago the legislasure to legislate on-only I went down to Nebraska City to at-

thirteen per cent. of our business up- tend General Van Wyck's reception. I on which to make rates. The rate on a car of corn from Crete to Chicago is thirty-five cents per one hundred pounds—for a distance of 560 miles; Nebraska could only legislate on 75 convened and for every mile I have Nebraska could only legislate on 75 convened and for every mile I have miles of that distance. If we made traveled in Nebraska, I had to pay our rates any lower the farmers would burn their corn, because the eastern market would fall so low that the this regard and repealed the laws com- M. running within sight of the Kansas celling such low rates. Any corpora- City road on the west side of the river, tion is liable to make mistakes, but the B. & M. desire to correct them, and have done so in every case. The local rate covers but 13 per cent of the business. The passenger rate of the B. & M. compares favorably with that of lows. He could show that their actual passenger business averaged less than 3 cents per mile. "If you find the railroads are practicing extortion, by all means pass a law restricting them, but you should pass no such law when we have acted liberally. You will see it will be impossible to make such rates as we are making now. This is because we force the eastern lines to discriminate. We do give drawbacks and rebates to our heavy shippers. But I hope we can stop it sometime. It is in cases like this: A man buys a large quantity of wheat at 90 cents and holds it

given cases.

Mr. E. Rosewater, editor of The Bee, was next called for. He had not come prepared to present his views on the railroad question. He came simply to hear the arguments which were to be set forth at this meeting. But he could not see how any man could come before the memparature of the burdens of taxation. that these railways should bear their portion of the burdens of taxation. He then read that clause in the state, which they are sworn to obey. That constitution which requires the legislature shall provides that the legislature shall enact laws to prevent discrimination. Five years had elapsed of these railroads have been entirely and extertion. Five years had elapsed that these railways should bear their portion of the burdens of taxation. He then read that clause in the highest price reacted since 1876; the highest pri

o see any provisions put on the stat- tral the state was as sparsely settled other kind of treatment. utebooks to comply with its mandatory as Nebraska now is, but the charter provisions concerning railroads.

y the roads.

I desired to place my paper in cir-culation at the stations on the U. P. road between Omaha and Columbus. As the other Omaha papers were beingshipped on the early moroing freight train, we were compelled to do likewise to compete with them. After work up circulation in these towns,

ble to ship them on the 5 o'clock a. hibit discrimination, but unjust dis-

rentleman ? Mr. Rosewater-Yes, slr. Mr. Kimball-The fact about these papers is that our rules forbid the car- other newspapers on the freight trains? try to smuggle his papers through our find that your retrain men on the evening train.

The meeting at Mr. Rosewater-No, sir; we're al

service we have had from your road. Mr. Kimball-But we don't carry xpress packages on our freight trains. Mr. Rosewater—But you do carry packages of The Herald and The Reublican on the early morning freight

The Chair-Mr. Rosewater has the loor; let him proceed.

Mr. Rosewater—Now, as a citizen f Nebraska, and a patron of the railroads, I ought to have the right to have my papers transmitted on the freight trains of any road if I pay the regular rate. But as there is no law in the statute book to punish discrim- they claim to have been outraged by ination, I have no means of redress. There are other cases of discrimination. The gentleman who preceded don't know how that is, but I had supposed that public carriers were not ex-

speculators. A few weeks ago I pub. Fairbury, because that road gives liv-lished a letter which I held in my ing rates to the merchants. possession for two years that exposed a very fisgnant case of discrimination. self to the expense of erecting a warehousel for that traffic, was broken up during the past eight months. He in business by the Union Pacific, knew there had been trouble in supgiving special rebates to Mr. Carns, plying cars to the merchants, but that then a state senator representing Sew ard county.

Mr. Kimball-I will inform the entlemen about this Cooley transaction. He had to suspend because he couldn't pay his freight bills.

Mr. Rosewater-I don t know how that is but I do know that rebates and

four cents per mile. Why does the Kansas City & St. Joe road, which is rate on corn over the Sioux City road, owned by the same parties that own the B. & M. in Nebraska, charge three cents per mile, while the B. & charges four cents per mile, and did

charge five cents per mile only two months ago. I answer, simply be-cause Iowa has a law that fixes the vent the building of roads in the state? charge at three cents per mile, while Nebraska has no law, and the rail roads charge what they please. Now, from Sidney to the Black Hills.

statute books to-day had the railroads | your road? not massed a numerous lobby around the legislature, and by making special rebates, and give valuable inducements to merchants in the little towns, brought pressure to bear upon the legislature in favor of the repeal, when the people themselves didn't want it have been no rebates paid by the payrepealed. Why, sir, there is an uprising now among the people of Iswa, jured.

speaker dwelt at some length upon the Touzalin assures us that the B. & M. assessment of railroad property, the could be replaced for \$20,000 per mile, chief argument being the decrease in and no doubt the U. P. could be built the value of the rolling stock through for the same money. But, sir, it is a pany have any interest in the products wear and tear, which fact the board historical fact that these railroads of the business of anybody along its of equalization had ignored in many have been endowed with princely sub- line? Does it have any secret rates

APA NO suknos as must referre at a

Mr. Touzalin, as representative of the railways, protests against the enactment of laws that prohibit and punish abuses and extertion by railroads, just because his company has not been convicted of such practices. It would be just as reasonable for him and other gentlement to company has not been convicted of such practices. It would be just as reasonable for him and other gentlement to company has not been convicted of such practices. It would be just as reasonable for him and other gentlement to company has not been convicted of such practices. It him there are circumstances when it is necessary to do so. (He then stated a case.)

Senator Doane to Mr. Vining—Can you imagine any objection to a law which will provide against such discrementation?

Mr. Vining—Yes; because I think there are circumstances when it is necessary to do so. (He then stated a case.)

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Senator Doane to Mr. Vining—Can you imagine any objection to a law which will provide against such discrementation?

Mr. Vining—Yes; because I think there are circumstances when it is necessary to do so. (He then stated a case.) and other gentlemen to come here and government. In Pennsylvania there ask the legislature to enact no laws is no state tax levied. The Pennsylthat will punish burglary, highway vania Central pays special taxes on robbery, murder and arson, because earnings which covers the entire ex-none of their number has been conpense of the state government. The victed of these crimes. The propriety constitution of this state requires the of making these laws was self evident. railroads to report their earnings to The gentleman says there is no need the state auditor. The obvious purof such legislation. I say that there pose of this provision was, to provide have been flagrant discriminations a basis for ascertaining the value of

the franchise of these roads. If this franchise was taxed, as it ought to be, you could build a magnificent capitol, construct all your needed public buildings and carry on the state government from this source.

Mr. Resewater then called attention to the low assessment of depot and erty, as compared with the assessment

regular freight rates. He was told speaker. He believed the people cles from other states into the state the charge would be 50 cents for each were willing to look into the matter of where they are consigned to. Judge senate chamber, Senator Myers in package to each station. Though it railroad legislation. He denied that Mason, after elaborating upon the the chair. Both the floor and the was a losing transaction we thought it the Union Pacific had done anything powers of corporate monopolies, stradbetter to pay this than fail in putting requiring legislation at the hands of our daily edition in these towns. Mr the state. His road could not pros-Havens, the local agent, declined to per if the people did not prosper. The before they enacted any laws, por-

> m. train because the billing clerk crimination. No legislation can be avenge themselves upon the people of didn't get up soon enough; but the passed which can be more stringent other papers are shipped on this train on that point than may be found in without being billed. The only the common law. Now, who is it that freight train which he agreed to ship charges us with unjust discrimination on was a train that is overtaken by and extortion? So far as we have the passenger train that carries the heard, only Rosewater. I want to mails. So, after going to all this meet any man face to face, before any extortion made by the members prestrouble and expense, we had to cancel tribunal, and let him prove the charge. our arrangements with subscribers.
>
> Mr. Rosewater wanted express service Mr. Vining, and also at ome length on our freight trains, which we would explained why the company did not not give to him, or anybody else.
>
> Mr. Rosewater—Allow me to ask

He added: "We shall have present- ask Mr. Rosewater whether he didn't ter look the matter up. You will charged for forwarding it to Beatrice, The meeting at this juncture seemed to resolve itself into a committee ways ready to pay for all we get from of inquiry, the questioners addressing the railroads, and have paid for all the their remarks to Mr. Vining. Mr. Case, a representative from Clay county, asked—Do you give re-

> Mr. Vining-It is not our intention to give rebates. Mr. Case - Do you regulate the number of corn or coal merchants at each

station along your road? Mr. Vining—No, sir, we do not. Mr. Case—I was told that you did. Would you allow me, if I wanted to ship corn from any of your stations? Mr. Vining—Yes, sir. Mr. Case—I was informed that you would not. I live in a town where

the railroads. They have run men out of the town of Fairbury who were unable to get rates from that station me says such things are necessary. I that were given to the company's favorites. Corn and grain has been posed that public carriers were not ex-pected to make good the losses of wagons to the B. & M. road from

Mr. Vining knew nothing of the workings of the St. Joe & Denver Mr. Cooley, a merchant of David City, road before it went into the hands of who was dealing in coal, and put himno discrimination on the Denver road

was unavoidable during certain periods Mr. J. W. Eller, a resident of Fillmore county-Would a law to prevent discrimination retard the building of

roads in Nebraska? Mr. Vining-I think it would. Mr. Eller-Does the rate which they charge at the present time pay s fair profit on their investment? Mr. Vining-I decline to come to

that point. Senator C. C. White, of Saunders county-I have heard a good deal of complaint that they are charging rates from Wahoo to Omaha that are so great that the shippers are obliged to take their grain to Fremont where the competition of the Sloux City

Mr. Vining-It is not so.
'Mr. White-I know it to be the Mr. Vining-I knew that same three months ago there was a better because of the demand for that commodity in northern Minnesota. Of course we could not compete in this

Mr. White-It is the same with Sanator Howe, of Douglas-Did the

prevented the building of the road who, in turn, carried off several from Sidney to the Black Hills. the gentleman points to the state of Iowa, and talks about the repeal of the Granger laws. The fact is that the Black Hills road. Did I understand Granger laws of Iowa would be on the that there are no rebates given on

> Mr. Vining-I claim that there is no unjust discrimination made on the ruffians made their escape without Senator Howe-If that depends on on your idea of discrimination. Mr. Vining-I claim that there

like this: A man buys a large quantity of wheat at 90 cents and holds it for an advance in the market. But the market price falls to 80 cents. He asks the road to help him out or he will fail. We do so for the reason that if this dealer fails we are deprived of this dealer fails we are deprived of discrements are muzzled by the railroads, and their merchants are muzzled by threats of discrimination or bought up by drawbacks. In conclusion let me that hardens discovered that the meeting has reference to the probability of Wisconsin that hardens discrimination?

Mr. Vining-I do not know the being tendered a cabinet position. circumstances, and could not say. Mr. Eller-Does the railroad comfor these dealers?

Mr. Vining-Not upon wheat-no, Mr. Eller-Upon coall

Mr. Vining-I think not, Mr. Eller-Then it would be no hindrance to you to have a law eral prime lots sold at \$6 25, and two passed preventing this?

wince this constitution was ratified by ignored. When the state of Illinois be treated alike. Are there any circholce shipping. \$4.85@5.30; common the people, yet the speaker had failed granted a charter to the Illinois Cencumstances that would justify any to fair \$4.00@4.60; butchers' supply as Nebraska now is, but the charter Mr. Kimball, general manager of required the Illinois Central to pay 5 the Union Pacific—I think there are

it is unnecessary, as there is already a remedy provided by a law. Senator Doane-What penalty does the common law provide against such discrimination? Mr. Vining-I do not know; you perhaps know more about such law.

[Laughter.]
Mr. Vining was followed by Judge Mason, who cited an instance of extortionate rates on the transportation of a carload of agricultural implements to a Lincoln merchant. He cited the decision of the supreme court of the United States, which not only conceded the principle that railspending over \$50 for a canvasser to depot grounds and other railroad prop- ways are public highways and common carriers subject to regulation by law my business manager called at the freight office in Omaha to make arrangements for shipping The Bee at the Union Pacific, was the next late upon the transportation of artidled the horse, and got on the other side by asking the legislature to pause

> traying to them the possible danger that would arise from the malice of railroad managers if they saw fit to Nebraska by raising their rates. This part of the judge's speech did not elicit much applause.
>
> Judge Mason was followed by Mr Touzalin, who sought to explain some of the charges of discrimination and

comply with the demands of the Falls City firm for cars to ship corn. Senator Harrington, of Gage, asked you one question. Do you not carry him to explain why it was that a car of freight could go from Chicago to Lincoln for \$52.80, and then \$38 be

> Mr. Touzalin-There never was such a case. Senator Harrington-I say there was. It occurred about a year ago. Mr. Touzalin-Very well; we won't

Senator Burns, of York, made inquiries concerning the taxation of railroad property, as compared with other property. He knew of a good deal of complaint concerning the law for the taxation of railways. On motion the meeting adjourned t being 12 o'clock. J. B. H. it being 12 o'clock.

ELECTRIC BRIEFS.

Special Dispatches to The Bee. A party of laborers went upon One was frozen dead, and the hands and feet of some others were so badly frozen that they have been amputated. The Erie railroad has again reduced rates for emigrants to the west, and are now selling tickets to Chicago for \$3, and other places in proportion.

Water in the rear of New Orleans is still rising. Heavy southeast winds prevailed yesterday. A relief committee has been organized to supply food to the people in the overflowed

The New York Tribune says the steamship "Bristol City," which sailed from New York for Bristol, England, December 28, is twenty-six days over due. She carried a general cargo of about 2,000 tons, and had a crew of twenty-seven men, officers included. She had no passengers.

Oliver Disgusted special dispatch to The Bee.

HARRISBURG, Pa., February 9-10 m .- Henry W. Oliver, Jr., repub-Ican caucus nominee for the United States senate, has formally withdrawn from the contest.

Gobbling Up the Dwarfs. ecial Dispatch to The Bee MONTREAL, February 18-1 a. m.

The Montreal stock exchange is greatly excited over the announcement of a heavy transfer of Montreal telegraph company stock, to Wilson G. Hunt, of New York, director of the Western Union. The movement is thought to foreshadow thei absorption of the Montreal company by the great consolidation. The Montreal company has a capital of \$2,000,000. Its system covers the Canadian dominion, and extende through northern New York.

Piucky John Chinaman. Special Dispatch to The Bee

NEW YORK, January 10-1 a. m .-Three Chinamen, Jim Johnson, Ah Han and Lee Atchee, who keep a laundry in Chatham Square, were Mr. Vining-I think it did. It badly beaten yesterday by four roughs, in the hands of the infurlated Mongolians. The object of the attack is supposed to have been the money drawer, but the assailants were repulsed without effecting their design. None of the parties were arrested, as and bloody heads.

Wisconsin in Garfield's Cabinet. MILWAUKEE, February 10-10 p. m. - Senator Philetus Sawyer, ex-Senator Howe, chairman of the republi-

The general belief is that the postmaster-general's portfolio will be offered to Wisconsin, and that the recipient of the honor will be Postmas-

ter Henry C. Payne, of Milwaukee. MARKETS BY TELEGRAPH.

Chicago Live Stock Market. CHICAGO, February 9. Hogs-Receipts, 16,000 head; sevloads of fine 380 lb hogs sold at \$6 30.

short; active demand and values firm at \$2 90@4 00; chiefly at \$3 00@3 50;

and feeders strong and very active at \$2 80@3 50 for stockers and \$3 70@ 1 00 for feeders. Sheep—Recaipts, 2,000 head; very much demoralized and weather very rainy; prices sale lower than Monday; common to fair, \$4 00@4 40; good to choice, \$4 90@5 50.

Chicago Produce Market. CHICAGO, February 9. Wheat Moderately activity word steady; 98%@98%c for March; 99%c for April; \$1 02@1 02\for May. Senator Doane-I do not know of Corn-37to asked; 37c the existence of any such law. March; 31gc for May.

Oats-In good demand and a shade higher; 29% for March; 30% for April. Pork-Steady; \$14 50@14 60 for March; \$14 621@14 65 for April. Lard—Steady; \$9 45 bid for February; \$9 521 for March.

WASHINGTON.

Special Dispatch to THE BEE. Washington, February 6 .- Mr Gillette offered an amendment providing that the expense of printing national bank notes shall be charged to banks applying for the same. Subsequently he withdrew the amendment stating that he would offer it on the sundry civil appropriation bill. The committee rose and reported the bill to the house, when it passed, only one vote (O. Turner) being cast in the

Mr. Covert reported back the agricultural appropriation bill. Referred to the committee of the whole. A controversy then arose as to pri-ority business, Mr. Cox desiring to call up the apportionment bill, Mr. Reagan the river and harbor bill, and Mr. Sparks the Fitz John Porter case. while Mr. Ganler wished to go to business on the speaker's table. Mr. Frye, however, cut out all these propositions by calling up the resoluion reported from the committee on rules, providing that hereafter whenever the morning hour is dispensed with, that hour shall be set apart as a live objectious to be fatal to the pre-

sentation of any bill. A noisy discussion ensued, which at one time became very acrimonious and angry, between Messrs. Blackburn and Frye. After considerable time had been spent in personalities between them the resolution was

Messrs. Blackburn and Frye were applauded, when, taking their stations as tellers, they cordially shook hands. Adjourned.

SENATE. At 12 o'clock the vice-president an nounced that the time appointed for counting the electoral vote had arrived. The senate, with the vice-president at its head, proceeded to the hall of the house of representatives.

Upon its return the senate received from Mr. Hamlin the report of the tellers of the two houses, accompanied by a preamble reciting the result, with s resolution that the two houses are of the opinion that the constitution and laws have been duly executed, and no further declaration of the facts set forth is necessary. Adopted. Mr. Hoar offered a resolution, which was adopted, for printing for the use of the senate, of a letter of Hon. Edward Everett, written after his retirement from the office of secretary of state, in reply to Sir John Rusthe Monroe dectrine, and not having been included in the official docu-

ments published by congress, a copy of it could not be found in the congressional or other libraries. On motion of Mr. Voorhees the house resolution granting certain condemned iron to the Morton monument association, was passed. The pension appropriation bill was

then taken up, and discussion of Mr Plumb's amendment increasing pension officials, continued. After the debate, a suggestion which seemed to be in general favor, was made by Mr. Back, that the necessities of the pension office demand an increase in the clerical force, etc. as presented by the amendments should be postponed for action pend-

ing discussion of the legislative appropriation bill. Mr. Plumb's amendment was tabled-ayes 27, nays 18, and the bill

Mr. Morgan introduced a bill fo the settlement of the Ponca tribe of Indians, and for other purposes relating to their welfare. Referred. Mr. Wallace moved to take up the postoffice appropriation bill. The motion was agreed to, but without considering the bill the senate went

into executive session, and when the doors reopened, adjourned. COUNTING THE ELECTORAL VOTE. Processi Disputch to The Bee
WASHINGTON, February 10—1 a.m. The chief interest to the visitors yesterday in the counting of the electoral vote was its spectacular character. There was an immense audience, as gaily dressed, so far as the ladies were concerned, as if it was a

grand reception. The proceedings

were of the quietest character imag-The senate was formally received by the house, the latter standing. The boxes containing the returns, which four years ago were guarded by armed men, were brought in by a single at-tendant. The vice-president handed the certificates from the states to the tellers in alphabetical order. A few of them were read through, when general interest began to stand. On motion it was agreed to read hoping that the agitation in England only the certificates of governors and against coercion would be carried on This saved time, and in an hour and a half the work was finished, and the follows:

adjourned. The great audience looked on throughout with attentive curiosity. It was composed of representatives, all the official rank, both American and foreign, of visitors from every T ON A ROCK.

The Steamer "Bohemia" some bulls for export, \$4 50; stockers Wrecked on the Coast of Ireland.

> Causes the Disaster. Address of the Irish Members of Parliament to Their

A Variety of Foreign Evants.

Countrymen.

DETAILS OF THE WRECK. pecial Dispatch to The Bee. London, February 9 .- The Bohe side islands are two rugged rocks, and extending from them is a reef, upon which the "Bohemia" struck. Two men, supposed from their clothes to be master and first officer, were seen at 10 o'clock in the morning clinging to the rocks, where they remained for

hours waving their handkerchiefs, and boats could not be launched, owing to the heavy surf. At two in the afternoon a rocket apparatus was sent for, but did not arrive till late in the evening, when the two men were probably drowned. A seaman named Stringer states that they had moderate easterly winds. He was on the look-out on the night of the disaster. After sighting Calf light the weather "Hard aport. Full speed astern."

the port life boats. The engineers were waiting to get in, but the line livan. broke and the boat drifted astern. It was being rowed back when the ship keeled over and sunk stern foremost. Of the five men rescued from the damaged boat two died before landing. The steward states that when the captain found the fog settling in he instructed the third officer to keep two points off. He then consulted his chart, and on going on deck and looking at the ships course, exclaimed, "Good God, what are you doing? Hard a port!" She struck soon afterwards. The second

officer was below at the time, attributes disaster to the third officer mistaking the captrin's orders, and keeping her two points off wind instead IRISH MATTERS. DUBLIN, Feb. 7 .- Although terrorand south of Ireland, there is in other

particulars a decided change for the sell, on the proposed triparlite conven-tion relating to Cuba. He said the The government is fully alive to the letter contained an able discussion of plans of the Fenians, and are prepared to defeat them. The tenants to pay rents are now paying. Parnell of the Sixteenth regiment were killed. has gone to Paris to complete the ar- The Boers lost heavily, but from their rangements respecting the land advantageous position were protected league fund. There were several land meetings yesterday.

NO POLITICAL SIGNIFICANCE. The shooting affray between the Edinburg policemen and the robbers had no political significance.

It is understood that a careful examination of Davitt will be made, in consequence of the statements with regard to his health. BARRACKS GUARDED.

The barracks at Bradford are carefully guarded, owing to Fenlan IN THE HOUSE OF COMMONS.

LONDON, February 7 .- In the house esentatives abroad f commons Lord Randolph Churchill (conservative), gave notice of an amendment to the coercion bill retimated at £440,000. ducing the period of its operation by Labouchere, (liberal), gave notice of an amendment incorporating in the bill some provisions of the com-

advocating an extension of time, within pensation for disturbance in Ireland GLADSTONE'S STATEMENT. In the house of commons Mr. Gladstone said that there was no occasion for the committee to report on the changes in the standing orders. It was the opinion of himself and coleagues that the whole matter had been sufficiently settled by the recent

decision of the house. PARNELL'S MANIFESTO. London, February 4.-As soon as he Irish members had been suspended vesterday a meeting of the party, held after the discussion, decided to issue a manifesto to the Irish people asking them to remain quiet and not to allow themselves to be forced into a conflict with the armed forces of the empire. During the night Mr. Parnell received several communications from Liberal clubs throughout England condemn- Panama, announcing the commenceing the action of the speaker, and ment of operations on the canal.

vice president declared the result to "Fellow countrymen, at a moment be the election of Garfield and Ar- when too many acts of the Irish ex- that is Reinforced fronts, Reinforced thur, at which there was reneral ap-plause. The joint convention then drive you from positions of constitu-their shirt the most durable and best to depart from the ordinary and le-gitimate procedure of parliament, and We make a specialty of a to suppress at a stroke the liberties of Shaker, and Canton flannel, also

last, in violation of the laws and liberties of parliament, the voice of the Irish representation was arbitrarily sllenced, not to facilitate any effort of useful legislation for the English people, which has always received our

advocacy and support, but in order that a coercion act for Ireland might be forced through the legislature. Last evening, we thirty-five, your representatives, for claiming our rights The Fatal Mistake of an Officer and within the rules and recedents of this assembly, were removed by force from the chamber, and a scene recall-

> WORST DAYS OF THE STUARTS igraced the records of parliament. Advantage was taken of our enforced offer them at the absence to rush through the house resolutions which were designed against Ireland, which yest in an individual autocratic power, and deprive speech. In the midst of such proceedings the news which reaches us from Ireland daily grows in gravity.

mia went ashore on the Irish coast Meetings are illegally suppressed, are sts during a dreadful storm. News of are arbitrarily made. Yesterday a man the disaster reached the adjacent coast well known to us and to many of guard station at half past one Mon- you during these recent events as the day morning. It was brought by a counselor of tolerance, restraint, and resident who heard the steamer prudence has been selzed without whistle. When the coast guard reached | warning and flung back into the horthe place the night was so dark rors of penal servitude. Fellow counand the weather so thick they could trymen, we adjure you in the midst see nothing. They remained until of these trials and provocations to daylight when the steamers topmasts | maintain the noble attitude that has were observed near the island, on the already assisted your ultimate victosouthern point. Mizzenhead island is ry to reject every temptation to con-separated from the main land only by flict, disorder, and crime, and not to a deep, narrow ravine, into which the be terrorized by the brief reign of sea runs with fearful fury. The out-

selves your triumph is certain. Britain we appeal to frustrate all endeavors to excite emnity between them and their English fellow citizens. among whom many generous voices are even now raised in our behalf. Fellow countrymen: In discharge of our duties here our attitude and our actions have been and shall be in every instance guided by considerations for your interests. We ask you by your orderly self-restraint, your unshaken organization, your determined perseverance, to strengthen our hands in the struggle we are

maintaining: C. S. Parnell, Justin McCarthy, with, that hour shall to set apart as a time during which members ask to get very thick. Soon after he reported breakers ahead and shout- W. J. Corbet, John Daly, C. Dawson, The mate gave the order which was J. M. Healy, R. Lalor, Edmund executed. About five minutes after Leamy, James Leary, J. C. McCoon the steamer struck. The crew com- E. M. Marum, B. C. Molloy, R. H. menced to rush about, but the cap- Metge, Isaac Nelson, Arthur O'Contain was perfectly cool. Two star- nor, T. P. O'Connor, F. H. O'Donnell, board boats were swung. Six persons O'Donoghue, O'Gorman Mahon, J. J. got into one, but it was stove. The O'Kelly, R. O'Shaughnessy, Richard second also was damaged, owing to the Power, J. O'Connor Power, J. C. rolling of the vessel. Eighteen got into Bedmont, Thomas Sexton, J. F. Bedmont, Thomas Sexton, J. F. Smithwick, A. M. Sullivan, T. R. Sul-

ETERNAL RESISTANCE.

special Dispatch to the Bee. Dublin, February 8-4 p. m.-At meeting of the land league, Dillon arged the continuance of the agitation, even after the passage of the resist the land lords in every way, short of physical force, for which they were not prepared. A resolution was passed declaring

that in view of the Importance of securing the sympathy of American-frishmen in America, Parnell be requested to proceed to America imme The holding of a national conven-

tion at Dublin was discussed. Dillon

advised postponement until Parnell, Davitt and Brennan can be present. London, February 9-10 p. m .says: "General Sir George Colly's forces yesterday attacked and defeated the Boers between New Castle and the frontier, at Jugogo river. The British loss was one hundred and fifty of several estates heretofore refusing killed and wounded. Three officers

from the artillery fire of the British.

- CABLECRAMS. France has invited Italy and Germany to the proposed internal monetary conference. It is certain that Germany is anxious for it.

Two ships were damaged, and eighteen railway trucks and twelve grainladen barges were destroyed by the fire on Victoria dock Tuesday night. Other damage was done. The fire is

now extinguished. The royal decree dissolving the Spanish cortes was read at yesterday's sitting. It is reported the new ministry intend to change all Spanish rep-

The damage by fire in Victoria ocks, London, Tuesday night, is es-A meeting of the copy-right association, of London, passed resolutions generally approving the American proposal for a copy-right treaty, but

which English books should be pubished in America, to six months. A statement that the Irish members receive a weekly allowance from the funds of the land league will probably be brought before the house as a question of privilege.

In order to insure prompt action between the naval and military forces at ports, in the event of Fenian dis turbances, officials have been ordered to take such action as they think fit, without referring to headquarters. A serious encounter has taken place at Furheld, Ireland, in which the people stoned the police. An encounter also occurred at Bally Haunis, where

the police charged the crowd at the point of the bayonet. A dispatch from Paris says De Lesseps has received a telegram from

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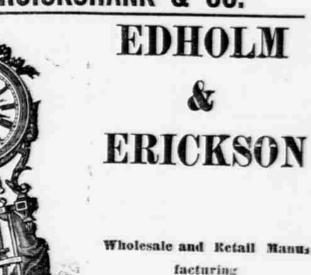
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