

HOCVILLE AGAIN HOWLING

Because the Biennial Raid on the State Treasury was Temporarily Blocked.

The Lancaster Members Voting Solidly Against Railroad Regulation.

But They Follow Like Demons For the People's Money to Enrich Themselves.

The State Funds Loaned on Notes to Galey, Stent and Others.

Miscellaneous Steals in the House—Explanations by Members.

THE SENATE.

Special Correspondence to The Bee.

THE CAPITOL LOBBY.

LINCOLN, February 20.—The capitol appropriation brings out the crowd in Lincoln. An evidence of this fact, when it was understood that the above-named bill was to be considered in the senate at 7:30 last evening, the floors of the senate chamber were crowded as they have not been crowded before this session, and such a rumour has not been witnessed in this body since Senator Van Wyck had a fight with Lieutenant Governor Carnes and President pro tem. Dismore, when he drove them both from the rostrum.

The great effort of the evening was to have the bill passed to its third reading, thus jumping the general file and the committee of the whole, but many of the friends of the bill were opposed to this move, and after propping it for a long time it was finally withdrawn, and after a long, hard fight it was placed on general file, and will probably see hard times before it becomes a law.

SENATORS WHO FORGOT THE BILL and will probably fight it at every turn of the wheel are Senators Kinkaid, Reynolds, Dech, Harris, Harrison, Brown, of Douglas, McShane, Dye, Rice, Brown, of Colfax, Tinsch and Sang. The senate has already cut the appropriation down from one mill to three quarters of a mill in the committee and there will be an effort on the part of some of the friends of the bill to cut the levy down to one-half mill. In the debate last night, Brown, of Lancaster, charged that Brown of Douglas, was not acting in good faith by asking that bills be compiled to take their regular course and calling for fair play, when he was continually voting to have this bill indefinitely postponed.

Brown of Douglas said that his county paid over \$55,000 into the state treasury and that the state at large paid into the same treasury nearly a million, and he hoped that the senators would stop and consider how much their counties paid of this amount; and this was the reason he was always ready to indefinitely postpone a capitol appropriation bill that was to be to pay \$450,000 of the people's money.

This bill is likely to have some opposition in an unlooked-for quarter. Several of the senators who are naturally in favor of a reasonable capitol appropriation may fight the same on the ground that the six members of the house from Lancaster county are fighting solidly for the railroads and against the people.

SENATOR BROWN, OF DOUGLAS, introduced the following on yesterday:

WHEREAS, The late state treasurer, in his last printed report, at page 13 gives notice that there are three promissory notes in his possession and belonging to the "temporary university fund, to-wit: Note of W. H. B. Scott for \$1,119.85, and two notes of C. C. Moore, one for \$523.74 and the other for \$625.57, and also another note for \$4,800 given by S. B. Galey, who, as the treasurer states, has been released therefrom by the secretary of the board of regents, therefore be it

Resolved, That the attorney general inform the senate as soon as possible what date each of said notes bears, what rate of interest each draws, what amount of interest money, if any, has been paid on each of said notes, what amount of interest remains unpaid on each of said notes, what security the state holds for the repayment of the money loaned, what legal right or authority a secretary of the board of regents had to release said Galey from his obligations to the state on said note, whether said release is not a pure legal fiction, and whether said notes or either of them is worthless; and be it further

Resolved, That the attorney general be, and is hereby instructed to commence without delay an action in the courts against the obligors on said notes (unless the same are absolutely worthless and lost to the state), and speedily collect the sums due thereon and pay the same into the treasury.

The rules were suspended and the resolutions adopted. Senator Thatcher offered to bet \$200 that this senate would pass any kind of a steal, but he could find no takers.

THE RAILROAD CROSSING BILL, which was passed the house last night, came up on its first reading in the senate, and was indefinitely postponed. The fact that Judge Mason was employed to help pass the bill did more to kill it than any other thing. Senator Butler opposed it on the ground that the same thing was embodied in the senate railroad bill, and if the house wanted this measure which provides that railroads shall put in switches and build depots at all points where two railroads cross each other they can pass the senate railroad bill and they will have it. Butler says that the idea of Mason being employed

to kill the senate railroad bill and employed to pass this was too thin. The house bill appropriating \$75,000 for

THE REFORM SCHOOL AT KEARNEY was read a second time this morning in the senate, having passed the house and the president referred it to the senate.

Senator Connor said that he was only asking for himself what had been accorded to every other senator on this floor, namely, that he might refer the bill to the committee to which his bills should be referred.

Butler thought that Dech ought not to complain for the reason that he had said in debate last night that this bill was a steal.

Several senators took a hand in the debate and it turned out to be one of the most personal and hotly contested points that has presented itself during the session. As a compromise the bill was referred to the committee of public lands and buildings, on the motion of Senator McShane. The bill for the relief of J. W. Pearson, of Nebraska City, appropriating \$3,000 passed its second reading having passed the house. It has been passed to the committee on claims of which Senator Reynolds is chairman, and it is probable that it will receive a thorough investigation.

THE HOUSE. Special Correspondence to The Bee.

LINCOLN, February 19.—In the house this evening, pending the announcement of the vote on the railroad commission bill, the following written explanations were read by the secretary:

"Believing this bill does not meet the requirements such as the people demand, and knowing that if it should pass this house it would never become a law, I most emphatically vote No."—[AMBRIDGE.]

"While this bill is not just what I would like, I believe it is the best that can be got through this house, and therefore I vote Yes."—[T. F. ASHBY.]

"Believing that house roll No. 262 is too expensive for the amount of good it does to be derived therefrom and that it does not give that legislation that is demanded by the people of this state, I therefore vote No."—[J. S. COLLINS.]

"I would like to see a bill passed that would give general satisfaction to the people, but this bill suits me too well."—[JOS. JENSEN.]

"Believing this bill to be a farce on the subject of railroad legislation and believing further that it will be of no earthly use I vote No."—[A. S. PALMER.]

"In as much as I would favor a law regulating railroads, I cannot see any relief in this bill, but only expense to the state for collecting the statistics to railroads which can be obtained from the secretary of state for nothing, I vote No."—[T. J. SADLER.]

"I believe from present indications that this house will not pass any bill for the regulation of passenger and freight tariff, or any law for the correction of the abuses the people complain of and that consequently the commission which this bill creates can do little or nothing for our relief, and as I believe it will be a very expensive way of doing nothing, I vote No."—[A. STEADWELL.]

"The senate has passed a much better bill than this and I consider this bill a useless expense to the state. I therefore vote No."—[BENJAMIN YOUNG.]

"As I fully believe that this bill 262 is drafted in behalf of railroad companies, and whereas we have senate file No. 149 which is the bill for the people I vote No."—[H. BECKLEY.]

"The matter of railroad legislation is one of vital interest to the people. Their demand was incorporated in every political platform; grievances were admitted from every political standpoint, and redress has been promised. I do not desire the downfall of any political party to advance another, but I want the responsibility to rest where it belongs. Neither do I wish legislation that would be the means of retarding railroad enterprises or any corporate or private industry, but I want a law enacted that will remedy admitted evils. I vote No."—[J. R. RATCLIFF.]

BOGUS CLAIMS. LINCOLN, February 20.—In the house this morning a number of unimportant bills were passed, and one or two killed.

The bill to pay the miscellaneous items of indebtedness was passed by a vote of 59 to 35. The following is the vote:

of the claims were just, and he would like to vote for them, there were others that were manifestly unjust, and he therefore voted "No."

Mr. Hall said he believed that states and individuals ought to pay their honest debts, and he had acted on that principle all his life, but in this bill it is strained. He could only say, in the language of the president of the United States, "the more dangerous it becomes the more strength it has." He meant that there were some unjust claims, and he believed it was necessary to defeat the passage of this bill until we can take out the wrong claims.

Mr. Howard believed that there are several claims that are just. His attention had been called to one claim that is in the bill twice, therefore he voted "No."

Knobby:—While he was of the opinion that most of the claims were just he also believed that there were some included which ought not to be paid. He therefore voted "No."

Martin:—While believing some of the claims were just he also believed that some were not, and he would vote "No."

Wolph wanted to say just a word. With all the information he could get the other day when this question was up in discussion he became thoroughly satisfied that there were many claims that were just, and ought to be paid, there were also in addition, many others that were unjust. He believed it was a bad precedent to settle so many unjust claims, and he therefore voted "No."

The bill was carried by a vote of 59 to 35.

THE GRAND ARMY. Annual Meeting at Lincoln—The Next Session.

LINCOLN, Neb., February 20.—The annual encampment of the Grand Army of the Republic convened at Red Ribbon hall this evening. About 400 delegates were present. Reports from all sections show a steady growth of the order. There was quite a rivalry for the next regent between different locations. Fremont offered \$1,000 bonus and will probably be successful. The election of grand officers for the ensuing year will take place to-morrow. It is now proposed to establish a soldier's home for disabled veterans and a fund will be collected with a view to carrying out that object.

Although Fremont was the highest bidder Hastings was chosen, after a spirited contest, as the place for the next reunion.

A Receiver Appointed. CLEVELAND, February 20.—Fayette Bredon, of Cleveland, was this morning appointed by the United States court as receiver of Brown, Bonnell & Co., of Youngstown. The works will continue to be run as usual for the present, at least. The company represents that it has a large quantity of stock and good contracts. The assets are claimed to be largely in excess of the liabilities. Herbert Ayer has not come and is not expected. No formal meeting of the directors will be called, but the prominent stockholders will consult with the receiver.

The receiver said to the Associated Press correspondent that he expects the Youngstown works will be shut down to take an inventory, after which it will be managed to make the most out of the property.

The Great Flood Subsiding. MEMPHIS, February 20.—The river rose five inches in the past twenty-four hours. It is now three inches below the danger line. Newport and Jacksonport, on the White river, are partly submerged.

LOUISVILLE, February 24.—In the past twenty-four hours the river has fallen nearly an hour. Navigation will probably be resumed within forty-eight hours. The gas works are running to-night. Railroads have an immense lot of stuff on hand. Some of them have stopped receiving.

CINCINNATI, February 20.—The river is falling about an inch an hour. It reached 57 feet to-night. It is almost impossible to find men enough to do the cleaning. Business is picking up. The gas works are running to-night. The militia have been relieved from duty. The railroads are all running from their own depots. Receipts to-day were over \$3,000, not including \$3,000 from the New York relief committee; \$4,000 have been given to Newport, \$3,000 to Dayton, \$2,000 to Lawrenceburg, \$500 to Guyandotte and \$350 to Belleville, Ky.

A Chicago Banking Firm. CHICAGO, February 20.—Rumors affecting the financial standing of the private banking house of Preston, Kean & Co. were in circulation on the street to-day. Inquiries failed to elicit any confirmation to justify them. Late to-night the firm furnished the associated press with a statement denying that they were at all embarrassed.

Morgan's Donations. Special Dispatch to The Bee. NEW YORK, February 20.—The late governor Morgan bequeaths his wife half a million and the income of a million; to relatives of self and wife half a million; \$22,000 to personal friends and clerks in the office and \$5,000 to household servants; to charity \$75,000. The remainder of the estate, valued in all at \$6,000,000, is given to the executors in trust, the income to be paid his grandson, Edwin E. Morgan.

The Mississippi Booming. CAIRO, Ill., February 20.—The river at noon to-day was 51 feet 6 inches on the gauge and rising nearly half an inch per hour. It still lacks five inches of being as high as last year. It is hoped it will be at a stand here to-night.

TRAMPLED TO DEATH.

A Frightful Panic in a Catholic School in New York City.

Seven Hundred Children Rush Madly Through Dark Halls and Narrow Stairs.

Fourteen Little Ones Cruel to Death by Their Comrades.

Harrowing Scenes in the Building—The Rescue—Statements of the Sisters.

SPECIAL DISPATCH TO THE BEE. NEW YORK, February 20.—The outbreak of fire under the stairs of the second floor of the school house attached to the German Roman Catholic church of the Most Holy Redeemer, Fourth street, between Avenue A and First avenue, at a quarter past 3 this afternoon, was the cause of a terrible calamity. No less than fourteen children lost their lives. Over 700 scholars, mostly children of the poorer classes, ranging from 6 to 11 years of age, attended the school and were in their class rooms when the alarm was first raised. A fearful panic followed.

The removal of children on the fourth floor began quiet enough, and was progressing rapidly when the Sister of Charity in charge of the class of girls fainting. Immediately the alarmed class became panic-stricken. A rush was made for the hallway. On the stairs, already crowded,

A DEADLY CRUSH took place. The railing of the stairs broke and the mass of struggling children were precipitated to the floor below, falling in a packed mass one upon another, four to five deep.

The police and firemen arrived, but their work of rescue was much hampered by the frightened children continuing to fall or leap from the stairway, those in front being crowded over the broken banisters by children behind still struggling to reach the exits. Six children were taken out dead from the bottom and eight more died immediately on rescue, making a total of fourteen. A large number of others, who were carried to neighboring tenements, are reported dying.

The charges of the news of the catastrophe spread was fearful. Great crowds of people blocked the streets surrounding the school. Many children, lost in the excitement, are reported missing. The following is the list of the dead:

THE LIST OF THE DEAD. The list of dead is now swelled to 16, the following having been reported as having died to night from injuries: Lena Biedrow, Barbara Beschel and Alphonsa Lischer. Several others are reported as in a serious condition, one of whom, Radolph Mendel, aged 8, will die from internal injuries. Sister Philippina is slightly injured; having been thrown down the stairs with the children. All sisters refused to name the sister in class 5 who fainted, and who was, according to the mother superior, the innocent cause of the calamity.

THE CATTLE RANGE. CHEYENNE, February 20.—All cattle ranges have been heard from. The snow has fallen the heaviest along the railroads; in northern Wyoming, the fall was light, besides there was no wind along the road during the snowfall but there was in the north, so these great ranges afforded sufficient grass for the herds. The fact that dead cattle were seen along the railroad induces the belief that the loss is heavy. Investigation shows that from Cheyenne to North Platte, Neb., a distance of 200 miles, also on the Julesburg branch, 600 head were killed by trains; from Cheyenne to Brandon, 400 miles, 300 were killed, a total of 900 out of 650,000 in the region. During the storm the cattle drifted to the railroad region. The losses thus far will not exceed 2 per cent, or 90 per cent, of those are last year's Texas drives. The storm proved that cattle will live through any winter.

THE BILGARD IN TEXAS. SAN ANTONIO, February 20.—The recent blizzard caused heavy losses of cattle in the country's south and southwest. It also raised the losses on sheep in several counties fully 10 per cent.

HE IS A DEFaulter. KANSAS CITY, February 20.—It now seems that Frank B. Nauff, the lawyer who left here for the east January 22, and who has been missing since, is a defaulter. Pinkerton, the Chicago detective, is working up the case. It is stated that, including the \$5,000 in his possession at the time of disappearance, Nauff is about \$15,000 in collections made for capitalists of Westchester, Pa. It is thought he left the country. His wife and three children here are in a strained circumstance.

FRANK JAMES. KANSAS CITY, February 20.—The Times' special says Frank James appeared in court to-day and was arraigned upon three indictments. He pleaded not guilty and after lengthy argument trial was set for the third Monday in June. The prisoner was remanded to jail.

THE VALUE OF A FOOT. NEW YORK, February 20.—Mrs. Matilda Paulkett, a professional singer, received in the supreme court a verdict for \$12,500 damages, with \$500 extra allowance, from the New York Central and Hudson River railway company for injuries sustained by an accident which necessitated the amputation of her foot.

TOO HIGH TO GET SICK. NEW YORK, Feb. 20.—There is no truth in the story published here that Vanderbilt is dangerously ill. He is attending to business to-day.

A RAILROAD COLLISION. DANBURY, Conn., February 20.—An empty engine and the night freight train on the Danbury & Norwich railroad collided this morning. A tank of oil exploded burning the night mail bags from New York. No one was injured.

pened to be nearly opposite the school when the alarm was given, says: "I rushed into the building and

A TERRIBLE SIGHT met my eyes. Packed into the narrow hallway on the first floor were from fifty to seventy-five little girls, the poor things screaming, struggling, with all their might. By this time other police and citizens arrived, and we began pulling the poor children out of the hallway. The cries of some children at the bottom of the pile grew fainter and fainter, and then ceased altogether."

Detective Robinson says: "The fire broke out under the stair-case on the second floor, and was easily extinguished. I examined the place. It seems to me some matches must have been swept with the papers under the stairway, and had been ignited by friction."

Policeman Reid says: "On the floor, behind the stairway, lay a mass of STROILING, SCREAMING CHILDREN. They piled on top of each other. As quickly as possible we pulled them out and passed them one by one through the window. Those on top were still alive. When we reached the bottom we came upon ten dead. It was an awful sight to see them lying there with their blanched faces, mouth and eyes wide open and their dresses all in disorder. One little girl, Minnie Ruhs, was still alive. She died on the way to the station house. It was the most awful scene I ever passed through."

The dead were removed to the police station on Fifth street and First avenue, where they were laid in a row on the floor in the back room. They were all quickly identified by sorrow-stricken mothers, little brothers and sisters, and the removal cast to the afflicted homes, promptly permitted by the authorities.

THE SISTER IN THE CLASS ROOMS and in the halls after the panic was almost indescribable. Torn books, broken school apparatus and fragments of torn clothes were scattered over the floor, the terrible evidence of the wild struggle of the children to escape from the building.

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TWENTY PER CENT OFF.

The Senate Railroad Bill Under Fire in the House of Representatives.

Several Members Engage in a Lively Debate on the Question.

Pauper Corporations Piteously Plead Against Reduction.

Gray, of Douglas, Vigorously Wages His Tongue for Trip Permits.

A General Despair evinced by the Majority to Pass the Bill Unaltered.

SPECIAL DISPATCH TO THE BEE. ANOTHER INVESTIGATION. LINCOLN, February 20.—Another breeze was raised this afternoon by the adoption of the following resolutions introduced by Senator Deak:

WHEREAS, It is publicly proclaimed that a committee of persons have been raised and large sums of money have been placed at the disposal of said committee for the purpose of furthering the passage of the bill, house roll No. 189; and

WHEREAS, Many rumors are rife that for such bill cash funds are being used for corrupt purposes; therefore be it

RESOLVED, by this senate, that a committee of three be appointed to investigate as to what uses these funds are employed in, with power to send for persons and papers, to the end that any corrupt imputations as to the conduct of members of this legislature may be dispelled if these blackening reports are unjust, and that the guilty may be brought to the bar of justice, if any there be holding an honored place in this legislature, by which this whole body is disgraced if such charges have foundation in fact.

The rules were suspended and the resolution adopted. The committee appointed Deak, Case and Wiley as the committee to conduct this investigation which will begin work early to-morrow.

As the close of the session approaches members are beginning to realize the

NECESSITY OF RAILROAD LEGISLATION that will at least in part redeem the pledges made by all parties during the late campaign. The railroad managers are making all their forces and making desperate and determined efforts to defeat every bill that seems in the least objectionable. For two days the anti-railroad members have been trying to get the senate railway bill before the house. Every motion was opposed by the railroad attorneys and cappers. Finally the house went into committee of the whole this afternoon, and after grinding out about fifteen senate bills reached the railroad bill. By this time a score of railroad officials were actively filibustering against the bill on the floor and in the cloak rooms. Conspicuously prominent among these were Superintendent Holdrege, Charley Green, Captain Phillips, Mr. Dawes, of the S. & M., and N. P. Shelby and John M. Johnston, of the U. P., Mr. Ireland, of the M. & P., and the superintendent of the Omaha & St. Paul road.

A RATHER NOVEL SPECTACLE was presented by the open communion of these railroad men and members on the floor acting under their orders. The majority of the house got its back up against these obstructionists and when Gray moved to make the bill the special order for to-morrow morning Wolph objected on the ground that

FURTHER DELAY MEANT DEFEAT for the only railroad bill that had any virtue in it. The house by a large majority sustained Wolph and amid cries of "Read" Gray moved to strike out the section limiting the freight rate and 80 per cent of the schedule rate of January 1, 1882.

Cook of Nuckolls desired this bill to go through in its present shape because it was an experiment and if defective the railroads could produce proof the commission to show it was unjust, whereas if no limit was fixed the people had no means of producing statistics to instruct the commission as to the injustice of existing rates. If the proposed rate is too high it can be reduced.

Mr. Dawson believed that the legislature could not delegate its power to establishing maximum rates to a commission, and he quoted from Cooley's constitutional limitation to sustain that point. If the legislature could estimate all the losses sustained by railroads in consequence of accidents, besides the operating expenses and first cost they could establish a just maximum rate, otherwise the attempt to legislate was wrong and he therefore hoped Gray's motion would prevail.

FRANSE—Now, is not this reduction of twenty per cent arbitrary? It is a mere guess by the friends of this bill. They guess the railroads are making too much and propose to cut down all this. Fixing of schedule rates is wrong, unless you classify the roads according to their income. He knew a railway in Nebraska that is

LOSING HUNDREDS OF THOUSANDS a year. If these men are already losing money for the benefit of settlers and farmers in the back counties and giving farmers a chance to market their grain, it was manifestly wrong to close these roads. The U. P. is doubtless making money, the other lines losing money. If you adopt the schedule rate you will confiscate the Sioux City and Elkhorn Valley road, and the Omaha & St. Paul lines. Before we undertake to legislate on tariffs we want to know all about each road.

Jensen admitted the self-sacrifice of these railroad companies, who have

developed this country. He admired the gentlemen who stood up and pleaded as the people's man for the poor, unfortunate railroads, but he would like the champion to tell his whether he ever knew of a merchant who had goods given to him.

FRANSE—Will the gentleman tell me whether Nebraska has given a single acre to the railroads?

Jensen—Yes; they have given vast tracts, and they give vast tracts.

SHIRK PAYING TAXES and we have to make up the deficit. Cook of Nuckolls—This is not guess work on our part. We have statistics in record of these roads.

FRANSE—Have you statistics in regard to the Sioux City & St. Paul? Mr. Cook—Yes, sir, and it shows that road has earned seven per cent in 1882. This road reaches toward a Black Hills. It may not pay now but when complete it will pay.

Ramey said the gentleman from Commanchessees altogether too much. He knows nothing about railroads; he doesn't even know that this state has given the railroads half a million acres. I claim that there are men on this floor that do know in regard to these things and if there are not, the state will produce men two years hence who will understand and will legislate.

Savage remarked that while most members are ignorant about details, they are all aware how these roads have been built, and how they are running at

AS IMAGINARY TRAIL LOSS of hundreds of thousands of dollars annually. The people are looking to us expiring some legislation in the hands of the legislative body. I am not satisfied with adjourning without enacting some railroad legislation. I am therefore in favor of amending this bill so it may meet the approval of a majority of this house.

Hill said when it was proposed to pass a law to limit rates the parties who now support the amendment said it was an unrolled law. It is conceded that the people of Nebraska demand reduction in tolls and we propose to reduce it twenty per cent. In the early part of the session it was promised this should be done and the republican party was to do it. Now it looks as if it was anything but that. He concluded by saying the amendment would be defeated and the bill would pass as it stands. Mr. Howard expressed the opinion that the railroads can well afford a reduction of 20 per cent on their freight tariff. He cited the Union Pacific statistics and other facts to sustain his position.

Mr. Tower thought if we cut down the rates in Nebraska they will raise them beyond the state. Mr. Howard retorted that the freight agents admit you can make your own rates to the river, and beyond you get the pool rate, which will not be affected by our law.

The debate was out short by adjournment, and the bill made the special order for to-morrow morning.

TELEGRAPH NOTES. Special Dispatch to The Bee. William G. Smith, an express messenger, was shot twice by a robber on the Albany & Susquehanna train. Smith had in possession \$40,000.

Twelve thousand five hundred dollars is being subscribed in Boston, and the cash from the food surplus not being urgent, the committee decided to stop collecting.

The New York Maritime exchange collected \$590 for the sufferers by the flood. The Harvard-Yale boat race will take place at New London Thursday after commencement.

The democratic officers in Boston, including the mayor, ask the democratic members of the legislature to give favorable consideration to the woman suffrage bill.

The Maine senate passed a bill allowing women to vote on school matters. The estimate of the expenditures of the national government of Mexico for the next fiscal year is \$27,000,000; receipts \$35,000,000.

The Maine senate passed the constitutional prohibitory amendment.

A Murder and Suicide. ST. LOUIS, February 20.—A most shocking tragedy occurred at Springfield, Mo., yesterday. Mrs. Tilly Schauder, the young wife of Frank Schauder, a cigar maker, during her husband's absence from home shot her three months old baby through the head with a .44 calibre pistol and then fired another ball from the same weapon into her own head. No cause is known for the act.

A Terrible Calamity. BRACKEN, Texas, February 20.—By an explosion of a kerosene lamp in a farm house on the Brexido creek, twelve miles from here, four children, aged 2 to 7, were burned to death, and their mother, Mrs. Michael McDonald, who was alone in the house was compelled to witness the scene, the flames having cut her off from the children's room.

Death of S. J. Medill. CHICAGO, February 20.—A private dispatch received here to-night from Quincy, Ill., states that S. J. Medill, brother of Gen. Joseph Medill, and for many years managing editor of the Chicago Tribune, died there to-day. He was suffering from consumption, and his death has been momentarily expected for some time.

Baking Powder in Bottles. The largest concern of its kind in the world, the famous Rumford Chemical Works of Providence, R. I., manufacturers of Rumford Baking Powder, etc., announce that they are preparing over twenty-five years in putting up baking powders in tin and glass, they are satisfied that a properly made glass bottle has several advantages over the tin can for that purpose, and they have, therefore, adopted a considerable extra expense, adopted the former for the Rumford.