

THE BOSSES DEMORALIZED.

Election of an Honest Speaker Throws the Railroad Camp Into Confusion.

THE FORLORN HOPES PLANS.

Senator Manderson to Be Summoned Home to Work Against Van Wyck—The Legislature Getting Down to Work.

Their Columns Broken.

LINCOLN, Neb., Jan. 5.—[Special Telegram to the BEE.]—The republic which the brass-collared cohorts received in their attempt to control the house of the legislature...

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quite frequently complained that gentlemen sitting in the outer row were unable to hear...

Resolved, That the front row of seats in this house be cleared for the benefit of members who cannot hear.

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CONGRESSIONAL PROCEEDINGS

Senate Takes Up the Conference Report on the Inter-State Commerce Bill.

SYNOPSIS OF THE SPEECHES.

Congressman Reid of North Carolina Hands In His Resignation—The Proceedings of Both Branches Given in Detail.

Senate.

WASHINGTON, Jan. 5.—Among the papers submitted to the senate was one from the secretary of war in response to the resolutions of inquiry as to the appointment of money for the improvement of the Missouri river.

Mr. Callom presented the memorial of the Pittsburg chamber of commerce in favor of the passage of the inter-state commerce bill.

Mr. Mitchell of Pennsylvania, from the committee on pensions, reported a bill granting a pension of \$2,000 a year to the widow of John A. Logan.

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THE WATSON SYSTEM.

Chicago, Jan. 5.—Receiver Cooley, of the Watsoh road, returned to-day from St. Louis, where he had a conference with the officials of the system west of the Mississippi river.

The Case of the Nickel Plate.

New York, Jan. 5.—The Albany Advertiser, Jr., of counsel for the first mortgage bondholders of the Nickel Plate railroad, said today in reference to the recent decision of Judge Jones, of Cleveland, adverse to his clients: "We have taken the necessary steps to appeal from the decision and we are making every effort to have the case reversed in the same court."

The State Printing.

LINCOLN, Neb., Jan. 5.—[Special Telegram to the BEE.]—The bids for the legislative printing received two weeks ago by the state board of printing, upon which action was deferred until January 5, were rejected at a meeting of the board this afternoon.

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THE EXPRESS ROBBER.

ST. LOUIS, Jan. 5.—W. W. Haight, one of the express robbers who were arrested in this city, has furnished a full and complete statement of his connection with the affair. He says that in his poverty and inability to obtain employment forced him to devise some means whereby he might provide his wife and children with the necessities of life.

The Hoosac Tunnel Sold.

BOSTON, Jan. 5.—The governor and council today completed the sale of the Hoosac tunnel with its accompanying forty-four miles of railroad to the Fitchburg Railroad company. The conditions of the sale are as follows: The state is to receive from the company \$1,000,000 in bonds, to be paid in five years, 3 per cent for the first year and 4 per cent for the remaining four years.

A Fall in Grain.

MINNEAPOLIS, Jan. 5.—At 11:30 this morning the north side of the new addition to the Pittsburg elevator at the corner of Ninth Avenue and Ninth Street, which has recently been added to the elevator, fell in. Sixty thousand bushels of grain, hard wheat, was scattered over the street. The elevator was damaged and the grain was scattered over the street.

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MORE TALES OF THE WRECK.

A Passenger From Nebraska Gives an Account of the Horror.

WHAT PROFESSOR KENDALL SAW

The Inquest Over the Remains of the Victims Postponed—Report That the Freight Engineer Was Drunk.

The B. & O. Catastrophe.

CHICAGO, Jan. 5.—[Special Telegram to the BEE.]—Among the survivors of the horrible wreck of the Baltimore & Ohio, who arrived here early this morning, was Professor Francis Kendall, of Croft, Neb. To a correspondent he said: "I was sitting in the first coach, immediately in the rear of the smoker, dozing, when I was awakened by a shock. The smoker, baggage car and first coach were thrown off the track and were unable to get out. One of the passengers went up by the engine and found the fireman wedged in between the tank and boiler, and a number worked for an hour to free him, but finally, before they had succeeded, the poor fellow died. He had hardly uttered a word, I think there were about sixty persons on the train at the time of the accident, and thirty or forty came off in the wreck."

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