THE OMAHA DAILY BEE.

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MISERLY NOT MERCENARY.

Arthur's Opinion of the Management of the "Q."

ENGINEERS SURE OF SUCCESS.

The Managers of Both Sides Pass a Quiet Sunday, Preparatory to Resuming the Struggle To-Day—Latest Developments.

Interview With Arthur.

CHICAGO, March 4.—Chief Engineer Arthur took a rest to-day. It was the least busy day that he and his lieutenants have had since the Burlington & Quincy strike began. All were recuperating their energies for the meeting to-morrow morning, which is to determine whether or no the engineers and firemen of western and northwestern railroads will go on a strike. Among the first things said by Mr. Arthur to the reporter was:

"You can deny officially that there was any secret meeting of the chairmen of the grievance committee held yesterday, such as described in a morning paper. It is utterly false. The fact that the Northwestern railroad still holds the classification system is well known, but no meeting was held to discuss that. No session of the grievance committee has been or will be held until to-morrow." Chief Arthur then went on to chat about the state of affairs in the Burlington strike as viewed by himself and comrades. "Our reports," said he, "are most reassuring. The fact that for seven days there has not been a break in the brotherhood on this line is of itself of a most reassuring nature. On the contrary, we are in receipt hourly of letters and dispatches from all over the system showing the loyalty of the men."

"Is it not a fact, Mr. Arthur," was asked "that all western roads are giving the Burlington a moral support, which, being equivalent to a financial one, gives the brotherhood a clear right to discontinue work on these outside roads?"

"I have no means of knowing that other lines are giving the Burlington their moral support. If they are it is a violation of a solemn pledge from the managers of other roads that they would maintain a strict neutrality. In giving a party moral support one is not maintaining neutral ground."

"If you found that other roads were doing this would you order a strike?"

"If a grievance of that nature was brought to my attention, I would carefully look into it."

"Is it not probable that congress will be called on to investigate this strike?"

"Congress will not be asked to look into it by us. There is no necessity for an investigation. What we have done has been done openly and been given to the public through the press."

"In your opinion, could the management of the Burlington have mercenary motives in permitting the strike for the purposes of depressing stocks and buying them in at low figures?"

"No, I think the Burlington management miserly, not mercenary. They profess a willingness to pay their men as much as their neighbors do, and yet they will not."

"Do you believe that all of the 300 men sent forward for distribution on the Burlington for the past three days are bona fide engineers and firemen?"

"Oh, I have heard rumors, but I am not going to follow the course of the Burlington and talk about hearsay matters. But I will say this: I know, of my own knowledge, that it is impossible for the road to get competent engineers to run the line for a year to come. They can't make them from the stock they have."

"On what do you base the assertion?"

"I have it on statistics in my possession, showing that there are not 300 competent locomotive engineers in the country out of employment, not counting, of course, the brotherhood men on the Burlington."

"And you are confident of winning the fight?"

"If the men stand firm it is beyond question that we will."

There was little work doing at the general offices of the Burlington company to-day. President Perkins, General Manager Stone and General Payne were down for a few hours in the morning, but left for their homes early. They superintended the dispatch of about one hundred, said to be competent engineers, to the west at 2 p. m. This was the fourth batch accepted by its master mechanics, and they were to be distributed over the entire system.

The rumor that the strike might extend to the Northwestern system on Monday did not seem to interfere with the business or pleasure of the officials of that road. President Hughitt was still in the east, and inquiry at his residence showed he was not expected home for a few days yet. General Manager Whitmore was somewhere in Iowa to-day, and Mr. Albert Keep, chairman of the board of directors, left for New York this afternoon At the Northwestern offices there was no anticipation evident of a strike. It was said there that while the Northwestern had a system of classification similar to that on the Burlington, the standards of pay were higher by several degrees.

The Strike Spreading.

CHICAGO, March 4.—A report gained currency late to-night that the engineers and firemen on the Chicago, Burlington & Northern would be called out to-morrow. The Burlington & Northern is a new line to St. Paul and has been generally regarded as an off shoot or ally of the Chicago, Burlington & Quincy. It was said that the vice president of the Burlington & Northern was in the city this evening and had been formally notified of the proposed strike. A solid basis for these reports was very difficult to obtain.

The report was finally ascertained to be true, and at midnight Vice President G. B. Harris, of the Burlington & Northern, was closeted with President Perkins, of the Burlington & Quincy. Mr. Harris had been served with notice to-night. It was the result of a meeting of the engineers and firemen held this afternoon at La Crosse. The notice was substantially that if the Burlington & Northern did not cease interchanging traffic with the Burlington & Quincy before noon Monday, the enginemen would strike in a body. Vice-President Harris refused to be interviewed regarding the situation, but sent out word to an Associated press representative that the interchange of traffic would not cease. "The company," the messenger from Mr. Harris added, "propose to run the Burlington & Northern themselves."

Will Fight It Out on the "Q."

CHICAGO, March 4.—"We propose to fight it out on the Burlington railroad," were the words of Grand Master Sargent, of the Brotherhood of Locomotive Firemen, when seen at the headquarters of the strikers this evening. Both Mr. Arthur and Mr. Sargent professed to be decidedly opposed to calling out the engineers and firemen of other western roads. Mr. Sargent was particularly emphatic in stating that there was no intention of calling out other roads simply for the purpose of bringing the Burlington to terms. "And," he said, "we shall not go looking for pretexts to pick a quarrel with other lines and call out their men. The object of calling together the chairmen of the various roads is to investigate reports that there has been assistance given the Burlington by connecting or parollel lines. If these reports are found to be true, I will not say what may happen."

Funeral of Engineer Watts.

ST. JOSEPH, Mo., March 4.—[Special Telegram to the BEE.]—The funeral of George Watts, the engineer who was killed by Deputy Sheriff Bostick at Brookfield yesterday, took place in this city to-day at 2 o'clock. Every engineer, brakeman and conductor in the city was present and a large delegation were present from Atchison, Kansas City, Council Bluffs and Brookfield. The funeral was one of the largest ever held in this city. The burial was conducted by the Brotherhood of Locomotive Engineers, six of whom acted as pall bearers. The funeral offerings were of the most costly nature, one of the handsomest being the representation of a railroad track, five feet in length, from the fireman's lodge. The remains were interred in Mt. Mora cemetery. Rev. M. M. Goode, of the Christian church, officiated. Everything was conducted in the most orderly manner.

Engineers Determined to Win.

NEW YORK, March 4.—Representatives of all the roads centering in this city were present at to-day's meeting of the Brotherhood of Engineers to take action on the Burlington strike. A long set of resolutions were adopted, in which various railways supposed to be secretly aiding the Burlington were denounced. It was declared that the engineers as an organization, are justified in resorting to extreme measures in overcoming the outside interference, and it is recommended that if the aforesaid trouble in not settled within a reasonable time all brotherhood men upon connecting lines with the Burlington system resign on a given date and if this is not sufficient to gain just and reasonable demands, that the entire organization throughout the United States, Canada and Mexico join with the strikers in universal demand of their acknowledged rights.

It was resolved that the first step should not be taken before the 15th of this month and the second not earlier than the 30th, so that the traveling and business public may be inconvenienced as little as possible.

It is the unanimous intent of the engineers assembled that each and every division of the brotherhood throughout the United States should immediately call special meetings to take action upon these resolutions and notify the grand chief engineer of their decision in the matter and also that delegates are to hold themselves in readiness to attend a special convention of the grand international division of the Brotherhood of Engineers on short notice.

"In consideration of the business interests of the country," say the resolution, "we sincerely regret the necessity of resorting to these extreme measures, and think our friends will not be slow in placing the responsibility where it belongs—upon the penurious and tyrannical management of the Chicago, Burlington & Quincy system."

One of the delegates who was present at the meeting said: "The prevailing sentiment is that the Burlington trouble must be fought out to a successful termination at all hazards, and although the engineers regret resorting to extreme measures, they are determined to carry their point even if they have to stop the turning of every wheel in the country."

Many Rumors Denied.

Rumors were as thick yesterday as the descending flakes of snow in reference to the Burlington strike, but they were of such a ridiculous and inconsistent character that brotherhood engineers and firemen employed on other lines had to reluctantly make themselves conspicuous in denying them. An early report that gained credence was to the effect that all western roads would join the strikers at 4 o'clock this morning, and that not a wheel would be turned in a locomotive west of Chicago. Right on the heels of this came the assertion that the Union Pacific and Missouri Pacific brotherhood men in Omaha had given notice to their respective roads that they would not man an engine if the roads insisted on receiving passengers, baggage, or express from the Burlington connections. This story, too, was denounced as absurd, and brotherhood engineers on the roads mentioned said that no such notice had been officially sent out.

"The road," said a Burlington official to a BEE reporter, "is in about the same shape tonight as it has been ever since the strike was inaugurated. We are running light passenger trains, and no attempt has been made to put on our flyers. We would like to see this dispute settled one way or the other, and I don't think it will be many hours before the inevitable is reached. The strike may extend to other roads outside of the Burlington, but that will not be decided until after the session of the grievance committee with Chiefs Arthur and Sargeant in Chicago Monday. We are all waiting for the result of that conference, and with some concern, too, I may add."

In response to a story afloat to the effect that twelve non-brotherhood engineers who had come to Omaha from Chicago under the representation that the B. & M. was in no wise associated with the Chicago, Burlington & Quincy, but found out different upon their arrival here and had returned east, the same official denounced it as unreservedly false and said: "The twelve engineers referred to are capable and competent men, and came here to work on divisions west of Omaha. They were sent out from Chicago with the idea that they were needed here, but as we had all we wanted we wired to Chicago to that effect and the answer was to forward them back east and they will be distributed along at Iowa points."

A large posse of special police are kept continually on duty at the Burlington depot, the round house and in the yards. The usual passenger trains east and west were run in and out yesterday, but considerably behind time, and the excuse for this delay was that the weather interfered with their progress. A freight to the east and from the west was the extent of the business done on this branch of the system yesterday.

The yardmaster is having a hard time with the scabs who have been hired to run the switch engines. He has found it necessary within the past few days to drive several crews of scabs from the cabs, and yesterday his anger reached its height when two hoosiers succeeded in burning out and crippling an engine after a few hours experience in trying to run it.

A Talk With Brotherhood Men.

There was a large number of striking engineers from different points on the Burlington road in Omaha Saturday night and Sunday to meet their brethren on the Union Pacific and other roads entering in Omaha. The strikers are thorougly confident of victory and ridicule the reports of the railroad officials that trains are moving along in fine shape. They show by disabled engines and delays of the few trains moving that not more than one in ten of the alleged engineers and firemen know the first rudiments of a locomotive.

"On what grounds do you base your confidence of success?" asked a BEE reporter of one of the number.

"We believe the company cannot successfully operate the road with the men now engaged. It is notorious that they include every trade from a blacksmith to a carpenter, some of them never having been on an engine cab before in their lives. The company is now moving light passenger trains and a few local freights. The engines and cars are supplied with air and with so few trains on the road, the men manage to make one or two trips without

DISABLING THE ENGINE

or wrecking the train. These incompetents would be totally lost if the full number of trains were running—some twenty passenger trains and an equal number of freights per day. There were twenty men listed as engineers in the headquarters at Lincoln Saturday morning. Among them are the following specimens, the best of the lot: Miller, a conductor on a train before the strike, fired about two years; Collier, a brakeman, claims to have been a fireman; Snyder, a man who ran a switch engine on the Union Pacific and was discharged for drunkenness; Hook, a roadmaster on the Atchison & Nebraska, no experience; Hines, a former employe, discharged for drunkenness; Crawford, well known in Omaha, fired a Union Pacific engine for one year,

ROBBED THE TREASURY

of the Firemen's brotherhood of $37,

[Continued on Second Page.]

THEY WANT DAKOTA DIVIDED.

The Omnibus Bill to Be Reported to the House To-Day.

MINORITY REPORT TO BE MADE.

The House Committee to Commence its Investigation of Trusts Thursday—Many Changes in the Diplomatic Corps.

The Omnibus Bill.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., March 4.

The omnibus bill, proposing enabling acts under which the territories of Montana, Dakota, Washington and New Mexico may come into the union as states, will be reported favorably from the committee on territories to-morrow morning by the chairman, Mr. Springer. The republican members of the committee have joined Representative Baker, of New York, in signing a minority report in which they vigorously object to the admission of Dakota as a whole. They will recommend that the territory be divided upon the seventh standard parallel and that the southern half be admitted at once under the constitution adopted by the last constitutional convention held at Huron, and that the territory of North Dakota be admitted with the other three territories under the enabling acts. Mr. Springer will do all in his power to defeat this proposition, but he has promised that the house shall have a chance to vote on it. Delegate Gifford, of Dakota, is the champion of the minority bill, and he assures the republican members of the territories committee that he has been promised enough votes on the democratic side of the house to insure the passage of the bill proposed by the minority. Among the democrats who have expressed a determination to vote with the republicans in this matter, is Sunset Cox, of New York, and John McShane, of Nebraska. Mr. Outhwaite, of Ohio, and Weaver, of Iowa, are also counted with the republicans. Mr. McShane's advocacy of Dakota's claims will have considerable effect upon the other members on his side of the house, and as he is a resident in close proximity to the territory will have weight with those who know very little of the real merits of the case.

MRS. FOLSOM THIS TIME.

Secretary Bayard has again been confronted with the necessity of denying that he intends getting married. Instead of a clerk in the department of state, it is this time Mrs. Folsom, mother of Mrs. Cleveland and mistress of Oak View, the president's country seat. When Mrs. Folsom, who is now in Paris, sailed for Europe a few days ago, it was whispered that she was going over to get her trosseau. The gossips began to speak louder, and finally Secretary Bayard's name was mentioned. At the white house the rumor is denied, and Secretary Bayard also says there is no truth in it. Mrs. Folsom is considerably smaller and more compact than Mrs. Cleveland, but the two women look as much alike as a mother and daughter could. She is probably fifty years old, and has scarcely a trace of age or care about her.

PENSION FOR A CHINAMAN.

Last week the name of Ah Lin was placed on the pension roll at the department here at the rate of $8 per month. Ah Lin is the first Chinaman to receive a pension from the United States government. He is a resident of San Francisco, but still bears allegiance to the celestial empire. Ah Lin enlisted in the United States navy as a landsman, less than a decade ago, and shipped on the Hartford. This war vessel went to South America, and after cruising around for several months steamed into the harbor at one of the cities on the coast of Peru. As she was doing this, a salute was fired, during which a gun burst and so fractured Ah Lin's left leg that he was made a cripple. This occurred on August 28, 1884, and on May 26, 1885, he applied for a pension, from which day it is now based, and he is given over $250 by the retroaction. The pension is paid in the care of the vice Chinese consul at San Francisco. If Ah Sin lived in his native country he would be regarded equal to a count, with a fortune of no mean proportions, and would fare sumptuously. He was a faithful seaman, and the officers at the pension office are proud of the opportunity to grant the petition.

MRS. CLEVELAND'S PETS.

The young fawn which was presented to Mrs. Cleveland during her stay in Jacksonville has arrived, and for the present will be domiciled in the grounds back of the white house. As soon as the spring is sufficiently advanced, the fawn will be installed at Oak View, together with the Jersey cow presented by G. W. Childs, and several other animals now housed in their winter quarters in the city.

CHANGES IN THE DIPLOMATIC CORPS.

The Swedish minister and wife go abroad in April, or as soon thereafter as they can dispose of their house. Baron von Alvensleben will be shortly succeeded. The new Portuguese minister has been named, and will be here in the course of a few months, and in the meantime Mr. Antonio Noguiras is in charge of that legation. Mr. Herbert has lately arrived at the British legation. There will shortly be a new Japanese minister, as Mr. Kuki is not to remain in this country, and the Swiss minister confirms the rumor that he may soon leave here. The changes among the lesser lights are quite as numerous.

TO INVESTIGATE THE MONOPOLIES.

On Thursday the house committee on manufactures will begin its investigation into the trusts, and will keep company for the special committee of the New York legislature, which has been making inquiries into the monopolies of the state for some time. As soon as Mr. Mason's resolution which authorized this investigation, was passed by the house each member of the committee on manufactures was appointed a committee of one to begin the collection of facts from which to operate. No instructions were given, but each one was authorized to act in his own particular way. Up to the present it is not known what the procedure will be or what trusts will be investigated. This has been kept a secret because it was thought advisable, inasmuch as the men to be subpoenaed as witnesses would make themselves scarce if they had information before they were served by the sergeant at arms. It is understood that the investigation will embrace such monopolies as the Standard oil company, and probably the organizations of steel and glass and other manufacturers, the latter to be intended to assist tariff reform, by showing that the manufacturers whose interests are protected by a high tariff have formed trusts or combinations.

PERSONAL.

W. C. Forrey, who as special agent of the general land office has been on duty in Iowa for nearly two years, has been ordered to do duty at Athens, Tenn.

Mrs. Duncan, widow of the late General Thomas Duncan, with her daughter, has returned to the city and will remain for the present as the guest of Colonel John M. Wilson. Mrs. Duncan has been spending the winter with her son, Lieutenant J. W. Duncan, stationed at Fort Sidney, from whence she went to Wyoming and from there on a visit to General Wilson in Chicago.

Thomas J. Potter, of the Union Pacific, remains critically ill. His condition is unchanged to-night.

KEEPING TALLY ON HIS FINGERS.

WASHINGTON, March 3.—[Correspondence of the BEE.]—Joe Blackburn keeps tally on his fingers of votes taken upon bills in the senate which he is interested in. It is an old habit which he used to practice in the house. When a vote was being taken on Mr. Edmunds' bill to incorporate the canal company in Nicaragua the other day, Mr. Blackburn was walking down the center isle. Just as he got midway between the chair of the president and the south entrance the clerk began to call the names of those who had voted in the affirmative and those who had voted in the negative. The Kentucky senator stopped and unconsciously began to keep the tally on the fingers and thumb of the left hand with the index finger of his right hand. He forgot what he was doing until the vote was read off, and then he had the conclusion in his mind before the total votes were announced and was enabled to tell two or three senators about him the result. His gesticulations and working of the lips caused a tittering in the galleries, which did not come to his notice till he had finished his work. Then he blushed, and smiled, and left the senate chamber.

HOW CONGRESSMEN DINE.

William L. Scott, of Pennsylvania, the five-millionaire member of the house committee on ways and means, a great banker and railroad builder, is said to have reformed in the matter of lunches in the house restaurant. Up to this congress Mr. Scott was the most liberal diner about the lower branch of congress. He kept his own chafing dish in the house restaurant, and was always delighted to have a party of friends with him when he went down and personally cooked his own oysters. He liked a few bottles of ale or wine to make the food go down well, and always occupied the whole table at his midday feast. Mr. Scott's health has been delicate, and the fact that he has, during this session, contented himself with a fifteen-cent lunch, composed of a piece of pie and a glass of milk, is probably due to his having found out that so much eating between meals is not healthful.

Delegate Smith, of Arizona, one of the hardest-worked, most effective and most brilliant young men in the house, breakfasts at the Ebbitt at 10 o'clock and takes a lunch in the house restaurant at 2. Then he has his dinner at 6, and writes letters in his room until 1 or 2 o'clock at night. Mr. Smith is an epicure. He was raised in Kentucky on a farm, and looks back to the time when he ate stuffed sausages and four-year-old hams cured by his mother in an old-fashioned meat house as the most delightful days of his life. He makes a lunch on a piece of very rare roast beef, cut thin. He has a little process of his own by which he makes it very tender and palatable. He put a half teaspoonful of table mustard on the meat first, and then spreads on it an equal amount of olive oil. This he smears all over the beef, mixing it well, and then eats it with a little bread. He is as hearty as a buck, and the healthful condition of his mind is probably due to the attention he pays to his stomach.

Mr. Stahlnecker, of New York, who is referred to as the Apollo Belvedere of the house, leads the list of well-fed men at the capitol this session, and has the best lunches of probably any man in the house. He has fancy dishes of meats, and game, and oysters, prepared especially for him, and opens wine lavishly. He is a fine-looking, tall fellow, about forty years old, and six feet high, with side whiskers, and is chairman of the committee on library.

Mr. Mills, of Texas, who is chairman of the most important committee, ways and means, has dropped into the habit of Holman, and drinks a cup of tea and eats some bread and butter for lunch. He does not take much time for it either, but gulps it down his throat and is off in a jiffey.

The comments recently made about the house and senate restaurants not being profitable concerns, and the bills-of-fare usually patronized by members and senators in connection with the opposition which has been made against these institutions have had the effect of either driving the statesmen away from these places or persuading them to live more liberally. The restaurants are very profitable now, for they are well crowded from 11 o'clock in the morning till 3 or 4 in the afternoon. During most of this time one has some difficulty in getting a place to sit. The prices are high but the places are convenient.

PARTIAL TO CANDY.

"I have a better trade now than ever before," said the man who runs the news and confectionery stand immediately adjoining the north entrance to the house. "The members of the house eat a pile of sweetmeats," he continued, "and the practice of patronizing me has become very popular. William Walter Phelps, Tom Reed and General Browne often meet here in front of this little show-case, and buy chocolates and marshmallows. Judge Houk, of Tennessee, likes peppermints and McMillen, of the same state, grinds up hoarhound and jaw-breakers with great relish.

"Judge Kelley, of Pennsylvania, and Judge Lyman, of Iowa, buy apples more largely than anybody else at this stand. Mills, of Texas, used to patronize me, but since he has became chairman of the committee on ways and means he seems to keep to himself more, and since the men who come around to this little corner to buy a nickel's worth of sweetmeats are liable to get into conversation with him, the Texan shies away.

"Sometimes a dozen members are congregated in front of this little confectionery and news stand, the contents of which one could carry on his back, and like boys they buy a few pennies' worth of sweets apiece, and exchange portions of their purchase with words of friendship and good cheer they delve out. Since the presentation of the tariff bill these congregations are very frequent, and the newspaper correspondents have learned to keep their ears open as they pass this point, as they can often hear more secrets in walking twenty feet past the candy stand than they can in hours of conversation with the members direct."

CANADA'S PROHIBITION LAWS.

Our Canadian neighbors seem to have very little better success with their prohibitory legislation than we have in the United States. Prohibition seems bound to fail to prohibit wherever it may be adopted, whether under the scepter of Victoria Regina or under the sway of the American eagle. A gentleman who has just returned from a visit to Canada, where he spent some time in an interior city, which is known as a Scott-act town, gives this result of his observations as to the working of that prohibition amendment:

"Before the enactment of the Scott act, this city had eleven licensed hotels, and illegal rum selling was almost unknown. The eleven licensed vendors of alcoholic liquors were careful to prevent the sale of spiritous or malt liquors to others who had not paid the tax. The Scott act was spread upon the city because of the dominion, and all the licenses in this city, St. Thomas, were repealed. The result is not that you cannot obtain liquid refreshments within the city of St. Thomas, but, on the contrary, the eleven formerly licensed hotels have wide-open bars. There are any number of rum-holes, where liquor can be obtained. Nearly every grocery store in town keeps a surreptitious supply; even the dry goods establishments have something in the cellar for customers, who may be dry after making their purchase, and beyond all this there are more than a hundred private residences where rum is sold by the drink. I was informed by gentlemen who have an extensive acquaintance in Canadian towns that the Scott act has had a similar effect in almost every city where its provisions have been enforced. And I am more than ever convinced that the solution of the liquor question can only be worked out by the enactment of high license legislation." PERRY S. HEATH.

Weather Review.

WASHINGTON, March 4.—The signal service weather review bulletin says: "A summary of the weather condition from January 1 to date indicates that the weather has been generally favorable for coming crops in the southern states, although in some sections the cold wave which occurred in the last week in February, caused some damage to fruits. Reports from Kansas and Nebraska indicate that weather conditions have been exceedingly favorable during the past winter. The ground is in good condition, wheat acreage large, and condition excellent. Ploughing and planting are in progress as far north as southern Kansas and Missouri, while the ground remains frozen generally in states north of the Ohio river. Where there was a deficiency of rain fall last season, and a slight amount of snow and a low temperature during the winter, it leaves the wheat and pasturage in bad condition. Generally in the middle states the weather has been favorable for prospective crops. Wheat and rye are reported in good condition except in northern New Jersey.

MORE RAILROAD MEASURES.

Bills Being Discussed in the Iowa Legislature.

THE MAXIMUM TARIFF BILL.

The State University—The Prohibition Bill—A Queer Legislature—The Thriving Town of Lenox, Taylor County.

Victory For the Railroad Committee.

DES MOINES, Ia., March 3.—[Correspondence of the BEE.]—The bill to prevent extortion and unjust discrimination and to empower the board of railroad commissioners to establish a schedule of freight charges for all the railroads of the state, a synopsis of which was given in my letter last week, was passed by the house on Tuesday by a unanimous vote, only five members being absent. The success of this bill, which is a most elaborate measure, and fully calculated to meet the ends desired, is a grand victory for the railroad committee, as well as for the people. The house then proceeded to take up the maximum tariff bill as a supplementary measure, and these two bills, if passed, would afford all the relief from railway extortion and discrimination that can reasonably be expected. The tariff bill is based on the principle of the old granger law, with a sliding scale of charges, with a terminal fee for short hauls. The rates in vogue on local traffic in Illinois have been largely copied. Much complaint has been made in the past few years that the surplus corn of western Iowa could not be moved to the districts of partial failure in the central parts of the state without paying almost Chicago rates, and these bills will remedy this. Hundreds of feeders have been compelled to pay pay as high as 17 cents a bushel for corn shipped from 150 and 200 miles. Under this law the rates for the above distances would vary from 6 to 8 cents. The bill reduces local rates on all kinds of merchandise from one-third to one-half, and is receiving strong support from the jobbers and shippers, as well as from the farmers and stock feeders. The bill was savagely attacked by Custer, of Jasper, who desired to know what evidence the committee had that the railroads could afford to haul merchandise as cheaply in Iowa as in Illinois. Owing to the inability of the committee to fully satisfy several members on this and other points, the bill was sent back to the committee, and six farmers and two representatives of other leading interests added to it. The bill has been considered by this new committee and slightly modified, and will come up again Monday for consideration.

The senate seems to be working at cross purposes. It has not taken up the house bill, but is considering several different measures singly. The Sweeney bill came up for consideration Thursday, but a valient opposition was made by Woolson, of Henry, and Clark, of Page, to the clause prohibiting the giving of any advantage or preference to one shipper over another. The opponents of the bill insisted that the words "undue and unreasonable" should be placed in the bill before the word advantage, as a qualifying clause, and two whole days have been spent in discussing the matter. The railway committee, almost to a man, are opposed to this amendment, and insist that almost any sort of discrimination may be practiced under this qualification. Pending debate on this bill the senate adjourned over until Tuesday, so another week at least will be consumed in the consideration of railroad measures.

WOMAN SUFFRAGE.

This is a queer legislature in some respects. A determined assault was made upon the members in the very beginning of the session by the woman suffrage agitators, and it has been kept up ever since with varying persistency. The result has been the approval of an amendment striking out the word "male" from the constitution, and a bill granting suffrage to women at municipal and school elections by the respective committees of each house. Yesterday a vote on the engrossment of the bill in the house showed fifty affirmative votes, within one of enough to pass the measure. Should it go through, hundreds of Swedes and Norwegians, who are now among the most loyal supporters of the party, will desert the republican standard and throw the party into the minority. The good sense of the senate may be relied upon to defeat the measure, and thus avert this calamity, but the large vote in the house shows what persistent lobbying can accomplish.

The prohibitionists, who have heretofore been divided between the Custer and Redman bills, have about united upon the measure proposed by the joint committee of the two houses. The bill is very severe in its restrictions, but allows druggists to still handle liquors for legal purposes by procuring permits from the district court. Only one permit will be granted in any town of 2,500 inhabitants or less, and all purchasers of liquors must take their oath that it is for some specified legal purpose. This bill will likely be accepted as a final settlement of the whisky question.

THE STATE UNIVERSITY.

Many members feel that our state institutions are becoming a grievous burden to the taxpayer, and are getting extremely tired of the perpetual row going on in the faculty or board of regents of the state university. A resolution is pending in the senate to appoint a committee to thoroughly investigate the matter and see where the fault lies, but it will hardly be appointed so late in the session. Many members are in favor of shutting off the appropriation until the trouble is settled.

SMALL GOSSIP.

The proposition to subsidize a dozen normal schools in different parts of the state by appropriations amounting in the aggregate to $30,000, has been killed in the house. Several schools and colleges are springing up all over the state and are being conducted fully as successfully as the institutions supported by the state.

At the last session Hon. Wesley Redhead, of this city, immortalized himself by introducing a bill providing that no one could procure a marriage license until he proved himself able to support a family. No similar measure has yet been introduced, but equally absurd bills on all variety of questions have been proposed. A funny thing happened yesterday in the senate. A bill in regard to the pedigree of stock was on its third reading, and the votes had been nearly all recorded, when it was discovered, while a member was explaining his vote, that the bill had no enacting clause. Lieutenant Governor Hill, however, was equal to the occasion and directed the clerk to supply the missing link and the voting proceeded. REX.

One of the Thriving Western Cities.

LENOX, Ia., March 3.—[Correspondence of the BEE.]—Lenox is in Taylor county, in the southwest portion of the state, sixty miles east from the Missouri river and twenty-five miles north of the state of Missouri. The county contains an area of 343,680 acres, with a picturesquely undulating surface. The soil is a rich, dark loam, with a clay subsoil, the most fertile deposits in the world for agricultural pursuits, and one which will advantageously dispose of a greater amount of moisture and stand excessive dry weather with less injury to growing crops than any other soil in existence. Nature has given to our county, in its numerous small streams emptying into the Missouri river, a system of drainage unsurpassed in the whole world. Climatic extremes are rare, the winters here being of short duration and not excessively cold, while the summers are not intensely hot. The death-rate is low. For three successive years in Lenox, with a school population of 313, there was not a single death of a child inside the corporation. Is not this phenomenal healthfullness? The first settlement was made in Lenox in 1872. The city lies in the centre of the best farming region in Iowa, where blessed sunshine, beautiful trees, handsome landscapes, and perfection and symmetry in architectural design, all vie with nature in making a real paradise. Grand maple shade trees line both sides of the street all over the city. The city covers a large area and has in it plenty of room. The business portion is built entirely of brick, the fire-limit ordinance preventing the erection of frame buildings. We have a superior graded school, occupying the finest brick school building in southwest Iowa. We have four churches—Methodist, Presbyterian, Catholic and United Presbyterian. The town is not yet built up to the demands of the country and every business not grossly mismanaged is making money. There is room and opportunity for the investment of capital with almost a certainty of securing good interest in almost any branch of trade. The people here have none of the "Mother Grundy" ideas, but are warm-hearted and ready to meet respectability and merit half way. We question whether there is a better opening anywhere in the west for a good, roomy, well-managed hotel, and the citizens will lend aid to the right individual. There is a good opening for a lumber yard, a music store and a laundry. An exclusive dry goods store would have a big trade. Tons of fruit and vegetables are raised here annually, which ought to be an inducement to the right man to start a canning factory. Our city is centrally located between and a short distance from the leading markets of the west—Omaha, Kansas City, Atchison, St. Joseph, etc. Unlike most western towns, fuel is very cheap here, the best of soft coal being but $2.75 per ton, delivered at your door. We are often asked: "Don't you have heavy winds?" The breezes in any prairie country are sometimes stronger than real indolent pleasure demands, and this is one of the great secrets of our good health. These winds make the air as much purer as rippling streams are purer than stagnant pools. We have a town site and improvement company, organized in 1884, which offers unparalleled inducements to all persons of small means. The company sell lots and build houses or business blocks for the occupants, on long time and at low rates of interest. We have three enterprising grain buyers, with two produce firms. City property is at present very cheap, but is steadily advancing in value. The water in and around Lenox is fresh, pure and sparkling as spring water. We have one of the finest city parks in Iowa. It contains five acres of land, is handsomely laid out, and is filled with beautiful ornamental trees. In the center is a band stand surrounded by rustic seats. This is a great resort in summer. The Masons, Odd Fellows, Grand Army of the Republic, Sons of Veterans, Knights of Labor, Good Templars, Women's Relief Corps, and other societies, are in good, healthy condition, the former owning their lodge rooms. We need a truck and small fruit gardener, and can promise a hearty support to any capable person. We have a regularly organized and fully equipped fire company, with an improved engine and hose cart. We have a handsome, well-appointed opera house and secure the best companies on the road. No town of any consequence, nearer than fifteen miles of us, and we have a trade extending nearly that distance in all directions. Shall be glad to answer any questions asked. N. A. COLE.

THE CLEARANCE RECORD.

The Financial Transactions of the Past Week.

BOSTON, Mass., March 4.—[Special Telegram to the BEE.]—The following table compiled from dispatches to the Post from the managers of the leading clearing-houses of the United States, shows the gross exchanges for the week ended March 3, 1888, with the rate per cent of increase or decrease as compared with the amounts for the corresponding week last year:

CITIES.	CLEARINGS	Increase.	Decrease.
New York	$552,531,755		20.8
Boston	81,066,701		11.3
Chicago	54,415,000		7.6
Philadelphia	53,960,886		25.5
St. Louis	17,227,182		1.2
San Francisco	16,838,220	10.4	
Baltimore	12,244,799		16.5
Pittsburg	11,046,765	20.1	
New Orleans	10,871,587	41.4	
Cincinnati	9,503,400		20.8
Louisville	7,003,999	19.9	
Kansas City	6,507,661		12.5
Providence	4,828,000		9.3
Milwaukee	4,529,100		9.0
St. Paul	3,132,858		14.4
Minneapolis	3,103,757	16.9	
Detroit	3,725,000	1.6	
Omaha	2,542,870	11.2	
Cleveland	2,770,326		18.6
Denver	2,442,217	10.2	
Memphis	2,669,250	4.5	
Columbus	2,223,274		1.7
Indianapolis	1,969,675	7.5	
Hartford	1,557,695		12.4
New Haven	1,166,187		7.4
Peoria	1,312,748	10.8	
St. Joseph	1,208,630		9.9
Springfield	978,820	30.3	
Worcester	935,164	4.7	
Galveston	918,382		24.4
Norfolk	866,010	11.7	
Wichita	761,152		58.4
Portland	775,000		10.0
Lowell	628,054	36.2	
Syracuse	620,436	15.6	
Grand Rapids	499,537	0.2	
Duluth			
Quincy			
Total	$879,132,830		17.4
Outside New York	326,601,075		9.5

TIRED OF LIFE.

A Would-Be Suicide Saved Under Extraordinary Circumstances.

ST. CATHARINES, Ont., March 4.—[Special Telegram to the BEE.]—Mr. Robertson, who resides near Decew Falls, on coming home yesterday found his wife absent and on the table discovered a note addressed to himself in his wife's handwriting in which it was stated that she was tired of life and intended to destroy herself. The letter further stated that her body would be found below the falls. On search being made the woman was discovered by the owner of the mill at the brink of the falls. It was thought she was dead, as she had thrown herself from the lookout place at the mill over the precipice of the falls, fifty-five feet below. The concussion of her fall made a dent in the ice of over four inches where she fell, the ice being somewhat soft from the thaw. After falling on the ice she rolled over to the brink of a hole in the ice, where the water is about twenty feet deep and forms a sort of mailstrom from the fall of a large body of water from above. Had she fallen into this hole she would have been drowned. As it is she escaped with some very serious bruises and a broken rib or two, but beyond this she does not seem to have suffered any dangerous injury. She was gotten up with a great deal of difficulty for the place is almost inaccessible in fine weather and is rendered much more so now on account of the ice foundation. It is supposed she was laboring under temporary dementia.

Large Timber Ship.

CHICAGO, March 4.—[Special Telegram to the BEE.]—James S. Leary, the builder of the big raft which was lost at sea in December last, returned last Friday from Port Toggins, N. S., where he has a timber ship in course of construction on the ways on which the raft was built. It is to be about 650 feet long, 100 feet longer than the raft. It will be built in the same general way as the raft, only the ends will be shaped and will be bulkheaded to resist the action of the waves. This raft will be ship rigged, with six large masts, and will need no tugs. A large gang of men have been at work for several weeks hauling huge timbers, which are being chained together into one giant bundle. The timbers are by far the largest that have ever been shipped from Nova Scotia. The work is about half completed and the monster will be ready to launch some time in July or August. The cost of construction will be nearly half as much again as that of the raft.

Bodies Recovered.

ROME, March 4.—The bodies of over two hundred victims of the recent avalanches in the Italian Alps have been recovered.

RELIC OF A BARBAROUS AGE.

Judge Powers Passes Upon the Absconding Creditor Law.

THE CHAUTAUQUA AT CRETE.

Extensive Preparations For the Session in June—Talmage to Speak—Fatal Runaway at Boone—Other State News.

Thinks the Law Barbarous.

BENNETT, Neb., March 3.—[Correspondence of the BEE.]—Judge Powers, of the Seventh judicial district, recently decided a case which may prove an important precedent in the interpretation of the statute authorizing the arrest of absconding debtors. A farmer who owed a firm in this place about $200 disposed of all his property and started to leave the state. The circumstances being conclusive that he intended to defraud his creditors, the firm made the necessary affidavit before a justice of the peace, and, procuring a warrant, had him arrested at Norfolk as he was purchasing tickets to Oregon for himself and family. The man employed an attorney and was brought before Judge Powers on a writ of habeas corpus. After hearing the evidence the judge said that though the man had acted in bad faith he regarded the statute conferring the right to arrest in such cases as barbarous in the extreme and contrary to the spirit of the constitution, and therefore ordered his discharge.

Preparing for the Chautauqua.

CRETE, Neb., March 4.—[Correspondence of the BEE.]—The board of tr