. THEY MEET THIS MORNING.

Union Pacific Men to Assemble at Their Hall.

THEY MAY THEN BE ORDERED OUT

The Burlington Strike Growing Mono tonous-lowa's Railway Commisston Says the New Men Are Incompetent-An Appeal.

Preparing to Become Strikers.

Deputies from the United States court, by order of Judge Dundy, were out in full force yesterday serving injunction papers on the officers and employes of the Union Pacific railway to the effect that they must do nothfue that would in any way make it unpleas ant for the Burlington railway or any of its connections. The great big seal of the United States court was attached to his honor's proclamation. The deputies did their work as faithfully as their limited knowledge of the ways of railroad men would allow, and returned their service in the evening, report-Ing that but a few of the respondents had been seen.

To-morrow morning is the time stipulated for an answer to the injunction, and it is believed among the respondents that they will make it quite merry for the judge. Practically the respondents are the Brotherhood of Engineers, and they have employed for counsel General J. C. Cowin. To a BEE reporter last night Mr. Cowin remarked he had nothing to say to the press, but would to the

court when the response to the injunction
was ordered for a formal hearing on Monday.
Last night the Union Pacific engineers'
and firemen's brotherhood combined in a
union meeting to hear the report of Chairman Vrocman of the grievance committee who had been sent to Chicago to confer with Chiefs Arthur and Sargent. They met at Chiefs Arthur and Sargent. They met at the hall on the corner of Fourteenth and Douglas streets, and were in secret session until 11 o'clock. At that hour a Bee reporter visited them, and buttonholed a prominent member. He said:

"We've done nothing that we wish made public. When we are ready to act in a way that will affect the public the Bee will be the paper that the first announcement will be made through. It has been fair with us and we appreciate it."

Then will you hold a meeting again?" queried the reporter.

"At 10 o'clock Sunday morning," was the reply, accompanied with instructions from the speaker to a number of departing

rothers to be on hand, sure.

The Bee's informant positively refused to disclose the object of Sunday's meeting, and rather than give credence to the wild rumors affont it will be better to await the outcome Previous to the meeting a BEE reporter circulated among the Union Pacific engineers, and those seen denied having received official notice of Judge Dundy's injunction. A knight of the cab who is an old timer on the Union Pacific, said to the reporter:

"What a nonsensical thing that Judge Dundy's injunction is, and do you know that even some of our men have been simpletons enough to be scared at it. One engineer, whose name I will not give, jumped from his engine to-day when informed that officers were after him to serve notice of the injunction and he has not been seen since.

'Has a notice been served on you?"

"Not yet."
"What will you do if one is?"
"Treat it as I would a piece of paper I wished to discard. No power on earth can compel me to remain on my engine if I do not wish to, and that's all there is to it."

"Have you the law for this?"

"All the law I deem necessary is the law of a self-protecting citizen, loyal to my country and the brotherhood of my chosen profession and love for wife and little ones." At this juncture another engineer stepped up, and in response to the question if a notice had been served on him, chuckled to himself

For nineteen long years I have worked on the right side of the cab, and for a number of different corporations. I have been all over the states and into Canada and was never discharged only once in all my experience.
That was when I sided in with a brotherhood strike in Manitoba, and for the last six years I have been running on the Union Pacific. No notice has been served on me not to leave my engine, and if

one was it would have no effect.

'There may be a law to compel me to remain, but if there is they will have to fight pretty hard before they get me behind the bars. The Ber is the only paper that is giv-ing us a square deal, and it has been fair in the treatment of the question from the start. This 'graded plan' of the Burlington is a sham and delusion, and a farce of the worst kind. One of these 'graded engineers' ran into me at a crossing ove time, and a law suit followed. The Union Pacific beat them all hollow before the judge, who was greatly amused at the Burlington's explanation of their so called 'graded system.' Then, as to a matter of pay, the boys are right again For the same runs on the Union Pacific engineers are being better paid, and do not have to work as many hours at that. I'm glad the court has taken hold of this matter, and when we appear before Judge Dundy on Mouday with our lawyer there'll

be some fun, and don't you forget it."

Train 3, over the Burlington brings in the mail from the east and at 7 o'clock last night was reported six hours late. It was also known that other passenger trains on the road were away behind time, but the officials were adverse to acknowledging it and refused to answer questions.

Judge Dundy's Injunction. Yesterday morning Judge Dundy granted a

temporary injunction against the officers and employes of the Union Pacific railroad in accordance with the application made for the same on Friday by the Chicago, Burlington & Quincy railroad. Included in the injunction are the names of hundreds of engineers and firemen, and in the afternoon notice was served on them individually. The judge orders the Union Pacific and its employes to in no way hamper with the traffic of the Burlington, and gives notice to the engineers and firemen not to organize, confederate or strike with a view to compelling the Burlington to dismiss the men substituted for the brotherhood strikers. The editor of the BEE meeting Elmer Frank on the street yesterday asked him if an in-junction could be issued unless it was based on some law.

'Of course not." he replied. When asked in regard to that portion of the injunction relating to the engineers, Mr. Frank replied that Judge Dundy ran his pen-

cil through that part.

Getting Monotonous. CHICAGO, March 10. [Special Telegram to the BEE. |- The strike on the Chicago, Burlington & Quincy railroad is daily becoming more monotonous, as it fails to develop any new features. "The strike has sickened and the boycott

is broken," said General Passenger Agent Morton this morning.

"Why do you say so!" "The other roads are taking our freight. The Lake Shore is taking all the freight we send them. So are the Fort Wayne, the Union Pacific, the Atchison & Santa Fe, the Missouri Pacific, and the Missouri, Fort Scott

"Since the announement of Mr. Potter's death the remark has often been made that if he had continued general manager of the road there would have been no strike. What do you think about it?"

That is rather a hard question to answer. I do not think there would have been any strike if Mr. Potter had been on the road. On reflection, I am convinced that the men knew Mr. Potter so well that they would never have made any such demands on him as they made on Mr. Stone. One of the last telegrams that Mr. Potter sent was the following to Mr. Thomas L. Kimball, his assistant: 'The law does not allow us to refuse to handle passenger standard, the commissioners do not hesitate and freight traffic in our usual manner as common carriers. You are on the ground and should be governed by the above. This message shows that Mr. Potter was courageous the traveling public? These men have been the richest coal districts of the state. Quite a number of Burlington cars are standing in the Rio Grande yards, clied for Cali

and unfaltering in his duty to the trusts confided with him up to the last.

"Have you any particular information as t the results of Judge Dundy's decision?" "No; but the Union Pacific is taking our freight.

"Anything new in regard to the business of "No, it is going on as usual. We brought in some more stock this morning." "How much!"

"I don't know exactly, several trains." 'Have you read Abraham Hughit's speech

before the Williams alumnis" "I never tire reading it. Just listen to this. It has the right ring about it: 'What is all of the tyranny of the past, compared with the claim which is deliberately made in this country now, that it shall be in the power of one man-call him Powderly, or call him Arthur, or call him what you will-to paralyze the entire industry of the United States! Was there ever in the history of man a despot who laid claim to any such power as that! Where, at any time in the history of the race, has it happened that a conclave ten or twelve delegates should be ting in a room, as they are to-night, to determine whether the bread and the fuel and the necessities of life should be withheld and the necessities of life should be withheld from those who are ready to work and work-ing for the support of themselves and their families! Now you just put that and Gen-eral Manager St. John's letter in parallel columns and see how they compare. If the other roads had done as they should from the first, we would have ceased hearing of any strike long age?"

any strike long ago."
"Well, what can I tell you ?" said Master Workman Sargeant, when he was appealed to for information on the situation. "I don't Workman Sargeant, when he was appealed to for information on the situation. "I don't know anything that I have not told you over and over again. The situation remains unchanged. The men contine firm and determined to fight this thing out. There is nothing more for us to do now, and Mr. Arthur and myself remain quietly in our rooms doing nothing, but simply watching developments, and we will remain doing so until this thing is finally settled."

"What do you think of Judge Dundy's decision!"

olsion!"
"Well, I have nothing to say about it. It does not affect me in any way, but it appears to me that if I am an employe on any railroad in the country and want to resign my position at any time I like to do so, there is no law in the land to prevent me. Arthur has not ordered any strike anywhere. I have not done so. Neither of us has any such power. We have no power to order a single man anywhere to quit work and never have had. I hope this strike will not spread any farther than it has now, but if it does it will be simply by each mar acting for himself on his own responsibility. and without any arrangement or conspiracy with anybody else. And if all the men of with anybody else. And if all the men on any road should do that at the same time, I know of no law in the land to prevent them This strike is not over yet and is not going to be for a long time to come. The brotherhood has got plenty of money and will pay these men as long as they need it. They are not dependent on charity, nor asking public charity or assistance. There is not a loco

and are going to do so if it takes all sum-"There appears to be a strong public sentiment exisiting that the brotherhood is in the wrong in the matter. How do you account

charity or assistance. There is not a loco-motive engineer in the country that does not

sympathize with them, and want to see them

win, and they will be supported as long as is necessary. We are bound to win this fight,

"If the brotherhood is in the wrong, how is it that the Burlington company refuses so positively to have the question submitted for the consideration and decision of men capable of understanding it and rendering an equitable decision upon the points at issue. We have said from the very first that we were willing to arbitrate the whole business. We have stated that we are willing to submit to a board of railroad presidents, and if their decision is against us we will abide with it and go to work again at once, and the whole business will be finally settled. If we are in the wrong and the Burlington want to set

the wrong and the Burlington want to set us right, they can very easily do so." Why are they so opposed to the order of arbitration?"

"Because they say there is nothing to arbitrate; that you have left their employment voluntarily and they have given your places to other men, who are doing their work on their own terms."

"Well, that is all right. Then if we are out of their employ and they are able to do

out of their employ and they are able to do their business without us, why all this outabout us being in the wrong and about this strike! I am sure we are not doing any-thing to interfere with them doing their busi-We are not interfering with their men way. If they are doing their business let them go ahead and do it and stop talking so much about the strike and what the brotherhood is doing."

A dispatch received from Des Moines this afternoon says: "The railroad commissioners have closed their investigation of the charge made by citizens of Creston and th made by citizens of Creston and the Chicago, Burlington & Quincy railroad company was at present employing incompetent engineers on its passenger and freight trains to the danger of the public. The commis sioners report to day to the governor that they find the charges sustained by the evi-dence and that they have ordered the railroad company to stop the employment of any but competent and experienced engineers to

A Chicago, Burlington & Quincy engine that went to the yards of the Milwaukee & St. Paul recently was roughly handled. As soon as the "Q" engine arrived in the St. Paul yards the engines commenced tooting the whistles, all kinds of missiles were thrown, the oil cups were taken off, and emery and sand poured into the oil boxes and on the driving rods. Missels were showered upon the engine and the engineer and the Pinkerton men, who were also aboard, crouched in the cab. After an unsuccessful attempt to get the "Q" cars the engine was abandoned.

General Manager Miller's Views. CHICAGO, March 10 .- Roswell Miller, gen eral manager of the Milwaukee & St. Paul road, when asked to-day to give his views as to the position of outside roads towards the Burlington, said: "It seems to me to be ridiculous for a court to order a road to handle Burlington freight when it is not in condition to obey the order. How can the St. Paul haul Burlington cars when the engineers refuse to work! Discharge them and get men that will? That's all very well, but suppose we did discharge our engineers, would we be in a better position or the public be in a better position if we stopped our road altogether? I could stop the St. Paul road to-day, but I don't propose to do it, because it would only result in injury to the public. The St. Paul is not responsible for the present situation of affairs."

Both sides in the Burlington strike were apparently resting on their arms to-day. Railroad officials think the strike is weakening, while the men say the brotherhood is undaunted and will fight all summer if necessary. There were no new features developed to-day. Burlington officials say the Union Pacific, Atchison, Missouri Pacific, and Fort Scott & Gulf continue to take freight from them. The road brought fifty-six cars of grain into this city to-day.

Totally Incompetent.

DES MOUNES, Ia., March 10 .- [Special Telegram to the BEE.]-The railroad commissioners to-day reported to the governor the result of their investigation of the charge that the Burlington road was employing incompetent engineers in place of the strikers. After giving the correspondence that led to the inquiry, they review the testimony they took, citing a number of cases of men now serving as engineers who say that they do not consider themselves as first-class passenger engineers. They then sum up their conclusions as follows: Mr. Brown, superintendent of the Iowa lines, admits that under the conditions of all his enginemen leaving on twelve hours' notice, he was compelled to run passenger trains with new and inexperienced men. It may be regarded as proven beyond question and admitted that the men above designated were inexperienced under the general rules laid down by the railroad companies for the running of trains and tried by their own

fornia points, all roads centering here refus-ing to handle them. The situation on the main line of the Barlington is unchanged. employed from nine months to three or more years as firemen. They all know the usual workings of a locomotive under ordinary cir

workings of a locomotive under ordinary cir-cumstances, that is, when it is in good order; are able to work the machinery, use the in-jector, apply the air brakes (in some in-stances not skillfully). The order issued by Mr. Brown, dated March I, marked exhibit "B," which he testified (page 190) was given verbally on February 27, required a first class conductor to ride on the engine, to be equally responsible with the engineer for the safety of the train as far as the train rules and telegraph orders are concerned." He Meeting of the Brotherhood. Kansas Citt, March 10.—A meeting of the Brotherhood of Locomotive Engineers and Firemen was held this afternoon. An Associated press reporter was allowed to attend and report it. The grincipal speaker was Grand Master Williamson, of the Brotherhood of Brakemen, who assured the strikers that and telegraph orders are concerned." He testifies further, same page, that machinests from different shops were selected a first class machinist was put on board of every passenger train, men who if a disaster occurred, could take an engine to ndividually and collectively the brakemen were with shem. He was sorry they were not brought directly into the struggle at the start. The braken on knew that the engineers now employed by the Burlington road are incompetent. The brotherhood men will refuse to aid the Burlington company in disaster occurred, could calculate pieces and put it together again. These men were instructed in case of any brake-down or any trouble occurring to the engine to were instructed in case of any brake-down or any trouble occurring to the engine to render the man in charge of the engine all the assistance in their power. The extra conductor, or pilot, on the engine being an experienced man, we think should insure the safety of the trains so far as running it in accordance with train rules and tolegraph orders can insure it, and in this particular the train would be as safe as if solely in charge of an experienced engineer. The machinist who accompanied every train would, we think, be able to remedy any brake-down or manning engines under any circumstances. In the meeting were representatives from the Fort Scott road, Kansas City, Wyandotte & Northern road, Missouri Pacific, and others. All reported their men ready to strike if necessary for the success of those on the Burlington. Wyandotte men refused to-day to move six cars of Burlington freight. Resolutions were odopted commending the stand taken by General Manager St. John, of the Rock Island road, in degning his posi-tion to the Chicago, Burlington & Quincy. think, be able to remedy any brake-down or failure of the machinery to work, as well as a skillful engineer, so that the danger to the traveling public would be confined to the three qualifications before stated, experience,

Ranks Unbroken.

judgment and coolness in an emerg We think we are safe in assuming

in these particulars the new men running these trains cannot be equal to those who had been previously selected from the oldest

and most competent engineers to run passen-ger trains. The commissioners believe that the examinations that have been heretofore

made and tests that have been applied to

determine whether engineers are competent to run locomotives, are dictated by prudence,

and to neglect them is unwise. They would advise the Chicago, Burlington & Quincy

advise the Chicago, Burlington & Quincy company to allow no engineer to run a passenger train who is not fully up to their established standard of skill and ability. The law governing the carrier of passengers says he "must use extraordinary care and caution, the highest skill, the greatest foresight and the best apphances." The "highest degree of care skill and dilligence of which human

of care, skill and dilligence of which human effort is capable." The "dilligence must be extraordinary and liability follows slight neg-

ligence." It not being in issue, the commis-sioners have not thought it within the scope

of this investigation to discuss the merits of

firemen leaving the service of the Chicago,

Burlington & Quincy railway company.

Peter E. Day,
Lonenzo S. Coppin,

Larrabee's Dispatch to Perkins.

DES MOINES, Ia., March 10 .- [Special Tele

ram to the Bgs. |-Governor Larrabee to

day addressed the following letter to Presi

DES MOINES, March 10 .- To Mr. C. E. Per-

kins, President, Chicago, Burlington & Quincy Railroad: Dear Str.—Frequent com-

plaints have of late been made to me concern ing the interruption of freight and passenge:

transportation caused by the strike of the engineers and firemen on your road, as well as the danger arising from the employment

of incompetent substitutes for such employes. The inconvenience and disappointment which the present state of affairs causes to the

traveling public, and the loss which com-merce in divers ways sustains, are such that further delay in the adjustment of the differ-

ences existing between the management of the Chicago, Burlington & Quincy road and its striking employes would be a manifest in justice to the state. In the territory con-

trolled by your road traffic is deranged and travel is inconvenienced to such an extent as to demand a speedy solving of the difficulty.

I therefore appeal to you in behalf of the people of the state of Iowa to make every possible effort to come to an under-

standing with the strikers. It appears to me that even self-interest should dictate such

course to you, and especially as your com pany can be held responsible for damage

caused by failure to furnish reasonable faci

itles for the transaction of the business on your line of road. Allow me to suggest that

unless you soon succeed in some way to se-

cure a settlement of the controversy, you submit the case for arbitration.

Very respectfully,

WILLIAM LARRABER.

All Quiet at Lincoln.

gram to the BEE !- The quiet of the past

week in strike matters continued to-day.

There were no new developments in the

movement of trains and nothing but the cus-

tomary meeting of the brotherhood at their

hall. A carload of whisky and a car of corn

that has been refused by the Union Pacific as

B. & M. freight were moved out yesterday

over the road. Some of the Lincoln lumber-

men, who have yards on the Burlington

tracks, but receive their freight over other

rosas, have had consignments arrive here.

The engineers refuse to switch the cars onto

the Burlington track, and consequently the

lumbermen are unloading and hauling

to the yards by wagon. It is under-

stood that the roads make a rebate

to cover this extra cost, and when they make

it they speak of the Burlington in no com-plimentary terms for its stubborness. In

this regard a well-known traveling passenger agent, who is in this city, shed some light on the feelings that other roads entertain to-ward the Burlington. The gentleman in dis-cussing the question said that the manage-

ment of other roads were disgusted with the Burlington management and its action with its engineers. He speke of General Manager

Stone in no complimentary terms, and the warfare he was waging. He expressed it as his opinion that the Burlington system had

not now and could not get 300 competent men to take the place of the 1,230 who quit work, and was of the opinion that no road

could long stand the ruinous and parsimoni ous policy now attempted by the Burlington

To-morrow being Sunday the brotherhood

has accepted an invitation to attend Bishop Skinner's Temperance church in the after

noon and they will proceed in a body to the

hall. "We are certain of winning in the con-

test," said Chairman Sanborn to-day and every man in the hall echoed the sentiment

Engines Badly Disabled.

PALMER, Neb., March 10 .- [Special to the

St. Paul and Greeley branches are fast be-

coming dilapidated. The Arcadia passenger

engine was run off the turn-table into the

ash pit, yesterday, and badly demoralized. Numerous similar accidents are constantly

reported. All trains are from three to five hours late.

Will Not Work With Scabs.

KANSAS CITY, March 10 .- Members of the

Switchmen's union, sixty in number, em-

ployed in the yards of the Kansas City, St.

Joseph & Council Bluffs railroad, and the Hannibal & St. Joe, both of which are a part

of the Burlington system, are on the eve of a strike. This morning they expressed the de

termination not to work with the engineers now employed by the Burington. Their reasons are the danger is so great because of the incompetency of the new men that they fear they are liable to be crippled or killed at

Threaten to Strike Monday.

KANSAS CITY, Mo., March 10 .- At a meet

ing of the general grievance committee of the

Kansas City, Fort Scott & Gulf railroad held

this evening it was decided that if the com-

pany persists in handling freight consigned

to the Burlington road that the engineers

and firemen will leave their engines on Mon-

day morning. The situation at this point is becoming more interesting every hour. The

members of the grievance committees are ar-

riving by each train and the brotherhood men openly say the crisis will come on Monday

Will Strike To-day.

DENVER, Col., March 10 .- The striking en-

gineers held a secret session in their half this

afternoon, at the conclusion of which notice

was issued to the officers of the Denver, Utah

& Pacific that all their engineers and firemen

would go out at noon to-morrow. This road

with a cheer.

dent Perkins:

SPENCER SMITH.

the differences that led to the engineers and

CRESTON, In., March 10 .- [Special Telegram to the Baz. -No perceptible changes n the strike situation are noticeable at this point, except that new men are fast supplying the places left vacant by the strikers. The brotherhood still holds daily session and their ranks remain unbroken. Both freight and passenger traffic on this division show a decided increase with the close of the week, though passenger trains are irregular.

The Sympathy of the Knights. MISSOURI VALLEY, Ia., March 10 .- | Special o the BEE.]-Local Assembly, K. of P., No. 5308, has adopted the following resolutions: Resolved, That we extend to the brother hood of engineers and firemen of the Chi-cago, Burlington & Quincy system our sym-pathy in their struggle for justice and right and we hope they may succeed in their fight. Resolved, That we look upon all men who voluntarily take the places of the strikers on

the Chicago. Burlington & Quincy system as traitors to the interests of labor. Resolved, That a copy of these resolutions be sent to the brotherhood of engineers and firemen and also to the Omaha Bez. COMMITTEE ON RESOLUTIONS.

To Look After the Mails. Washington, March 10.-Postmaster General Dickinson has directed General Superintendent Nash, of the railway mail service, to proceed at once to Chicago and remain there during the present railroad trouble.

THE DEAD EMPEROR.

Funeral Services Held in the Mortnary Chamber.

Berlin, March 10.-Funeral services were held over the remains of the late emperor in the mortuary chamber in the palace lastevening. The chamber was profusely decorated with flowers. The dowager empress, Augusta, grand duke and duchess of Baden, prince and crown princess of Sweden, and other royal personages attended the services. A crucifix lay upon the emperor's breast and an ivory cross was in his right hand. After the service the late emperor's aids-de-camps acted as guards of honor at the dead monarch's couch. The bodys will remain in the mortuary chamber until the requiem services in the flag room. Embalming of the body will be begun at 1 o'clock. Later the body will be taken to the cathedral, where it will lie in state by Emperor Frederick II, in accordance with the desire of the deceased ruler. The body will be clad in the uniform of the first regiment of guards. The body will be enveloped in a military cloak. The guard of honor will be relieved every six hours. The decree of Emperor Frederick in regard to national mourning is universally applauded. The municipal authorities will be in mourning for six weeks. All newspapers, with one exception, are published with deep borders of black.

Prince Bismarck in the Bundesrath, in referring to Emperor Frederick's accesnon to the throne and the transfe of imperial dignity connected therewith said that the new emperor, like his father, would take as his guiding principle a conscientious maintenance of the constitution of the empire and the treaties on which it is

Russian Newspaper Comment. St. Petersnurg, March 10 .- All newspapers to-day appear in mourning for and publish necrologies of the dead emperor of Germany. All papers express sympathy at the loss sustained, they say not only by Germany but also by the whole world. The papers extol the deceased for his noble minded qualities, and speak of him as a great patriot and victorious commander. They comment upon the turning point in political affairs which they think the emperor's death will make. This, they say, s a subject for the most serious reflection. The Novoe Vremymae expresses doubts as to Emperor Frederick's physical capacity to govern himself, but hopes the question of actual government in the interests of united Germany may be settled without difficulty.

The Formal Announcement Made. Berlin, March 10.-The lower house of the Prussian diet sat this evening to receive the formal announcement of the accession of Emperor to the throne. After reading the official documents, the president stated he would, as soon as possible express to Emperor Frederick the fidelity and devotion of the house. The sitting closed with cheers for the emperor.

Iowa Legislature.

DES MOINES, In., March 10 .- In the morning session of the house Mr. Schleicher introduced a bill to provide for the organization of sub-districts as independent districts. By Mr. Beem-A bill, by request, to define BEE. |-The B. & M. railroad engines on the

and punish the crime of having possession of burglars' tools. The bill was passed by the house extending the powers and duties of mayors of cities of first and second class to cities under special

A bill passed the house to correct errors in assessment of railroads when it appears to the executive council that one county has assessed portions of the goad which properly belong to an adjoining county.

Mr. Hooper's resolution that on and after March 15 all committee clerks, except four, be discharged and all paper folders but one, was referred to the committee on retrench ment and reform. C b.
The bill was reconsidered and ordered en-

grossed providing that boards of supervisors may lay out highways in the unplatted land within incorporated towns and cities.

The committee substitute for the Custer and Redman temperance bills was reported favorably this morning. Following are the points of amendment to the substitute as offered by Teale this morning: Leaves the sale fered by Teale this morning: Leaves the sale of intoxicating liquors entirely with druggists; repeals the old condity permit law; allows the sale of liduors; for medical purposes only, except that alcohol may be sold for specified chemical purposes, and wine for sacrament; amends the pharmacy law by throwing additional restrictions around the sale of liquors; authorizes revoking of permits by district court or judge; forfeits certiff ate of a pharmacist upon the finding of tiff ate of a pharmacist upon the finding of the court or judge that a liquor permit has violated; forfeiture discretion with the commissioners of phar y on the first violation, bu discretion ma datory on the second; property qualification of \$1,000 required for a permit; provides for punishment of the person buyprovides for punishment of the person buying under false protenses, and the prosecution by druggist of such purchaser is made
presumptive evidence of the good faith of the
druggist. This is in effect the minority report of the committee.

In the morning session of the senate a bill

was introduced by Parrott providing for the appointment of trustees of all state institutions and a board of state university by the ranch, and be hanged to him!"

governor, by and with the consent of the

A bill passed relinquishing the right and title of lows in the so called "river lands."

Consideration of the Sweeney bill continued but no important action taken before the noon adjournment. noon adjournment.

In the afternoon session of the house among the measures passed were bills to legalize the acts and ordinances of the town of Sac City and granting to the Chicago, Burlington & Quincy railroad all title and interest of

the state in certain grounds on the Des Moines river at Ottumwa. In the afternoon session of the senate the ninth section of the Sweeney bill was amended so as to permit granting of passes to persons accompanying stock shipments.

A resolution was introduced by Dodge, of Burlington, relative to the announcement of the death of Thomas J. Potter, late vice president of the Union Pacific railway. The

president of the Chion Pacific railway. The resolution was in eulogy of Potter's life, as being devoted to the material interests of this state in the construction and extentions of railroads, building of towns and development of business enterprises that aided the growth and prosperity of the state; his services in the army as a private and captain in the Seventh Iowa cavairy; his many pro-motions in railroad service and his life being worthy example for young men to emulate

Madrid Takes the Lead. MADRID, Neb., March 10 .- [Special Telegram to the BRE.]-A rousing enthusiastic neeting of the republican club of this place was held this evening. It has the honor of being the first club organized in western Nebraska, the date of its organization being September 1, 1888. The officers are as follows: Bresident, S. B. Brierly; vice-president, John Burnett; secretary, C. O. Lee; treasurer, D. D. Dayton; delegates elected to attend the meeting at Omaha on the 15th, John Burnett, Fred Howitt, D. D. Dayton. Over one hundred names are now enrolled with the membership increasing rapidly.

The Second Death. HURON, Dak., March 10.—[Special Tele-gram to the BEE.]—The second death as the result of the university fire occurred last night, the victim being Giles Parker. His parents live in England. All the others who were injured by the fire are improving. They are being cared for at the expense of the city. Funds are being raised for temporary quarters, so that the university can resume on the 20th inst. Plans are being formed for rebuilding the university before

An Inquiring Mind. Detroit Free Press: "There is nothng more beautiful and interesting than to watch the gradual development and unfolding of the juvenile mind." said Mr. Bixby the other day as he sat talk-

ing with a friend on a railroad train. "I think," he added, "that we make a mistake in discouraging these little inquirers after knowledge by refusing to answer their childish questions. I be-lieve in giving an intelligent reply to every question a child asks, and-A youth of ten years sitting in the seat in front of Bixby turned around at this moment.

"What time is it?" "What time, my little man?" said Bixby brightly. "It is ten minutes after 1.

"Your watch right?" "Why, yes, I think so."
"What kind of a watch is it?" "A Waltham. "How much did it cost?"

"Why-I-I-it was a present, and-"Who gave it to you?" "Oh, a society of which I am a member." "Stem-winder?"

"Yes-as I was saying," he went on to his friend, "I think-"Let me see the inside of it," put in the inquiring mind. "I'm afraid I'll get dust in it, my boy. Yes, as I was saying-

What society give it to you?" "The Phil Kearney branch of the G. A. R. of which I am—"
"What's 'G. A. R.' mean?"
"Grand Army of the Republic. Now,

sit down my little man and-" "Did they give you the chain, too?"
"Oh, yes. Now-" "Is it real gold or only plated?"

Gold. "Let me feel it." I can't very well for-"

"Where'd you get that big ring?" "That was a present, too. Now, if I were you I'd-" "Who give it to you?"

"Oh, a friend. You see now, Smith, as I was saying-" "What kind of a set is there in that

"It's moss agate; now turn around and-"You going far?" "Only to Buffalo."

"What are you going there for?" "On business: now you must turn around and sit down, little fellow, for "What kind of business?"

"Come, come; sit down now and---" "Do you live in Buffalo?" 'No: I---' "Where do you live?"

"In Utica; now sit down and keep "What are you going to do in Buf-

"You ask too many questions." "You got a knife? "Yes, but I---

"How'll you trade sight unseen?" "I never trade that way. Now you-"Fraid you'll get beat ch?" "Sit down."

"Let's see your knife." "You turn round there."

"Is it a four-blader?" "See here, boy, you turn around there and sit down and don't open your mouth again for a week! You ask more questions than two talking machines could answer. Now you shut up!

Wanted a Thumper.

A farmer about fifty years old yesterday stopped a number of people on Monroe avenue to inquire his way to a gymnasium, says the Detroit Free Press. and he was finally asked if he was going to take lessons in boxing. "No, not exactly," he replied, "but I

want to see a thumper." He was directed to the right place, and after looking the establishment over he said to the proprietor:

"I live out here about fourteen miles. I've got a hired man who has got so sassy that I can hardly live with him. He's too big to lick with a gad, and I've got to cuff him up to a peak. I want to take a lesson with the gloves, and when I go home I'll astonish John Henry with a bit of science."

One of the boxers about the place said he'd give a lesson, for a dollar, and the old man peeled down to his undershirt and put on the gloves. He was shown how to pose and how to hold his guard, and then warned to look out for

"You play you are John Henry, the hired man," he said. "All right." "You've been fooling your time away

and I've called you a lazy coyote." "You have sassed me back, and I go for you like this-and this!"

And the old man struck right and left and followed the boxer around the ring. He was doing noble work when some thing shot over his guard and hit his chin, and he went over like a log and laid there until they threw water on him. Then he sat up, looked about in a dazed way, and feebly inquired: "What was it?"

"John Henry hit you." "He did, eh? Then that settles it. Here's your dollar, young man, and here's the gloves. If I'm liable to get such a lick as that I'm going home to tell the hired man he can boss the whole

FUNNY THINGS BY FUNNY MEN.

An Optimistic View-A Witness Who Was Born a General.

WHERE IS THE WHITE HORSE?

A Modern Crossus-A Business Transac tion-A Blessing in Disguise-A Very Fair Trade-Hard Lnek-Jokelets.

An Optimistic View. Chicago Times. I'm an optimistic chap-

Make the best of each mishap— I am given but to looking for the brightest side of life; Snows in winter, heaping ridges, And in summer swinging bridges are my servants when I have to make excuses to my wife.

Now it happens I reside On the "Q." at Riverside. So, you see, the strike and all attendant dan gers of the strife Save a heap of explanation If, in seeking recreation,

remain away a week or two from home and darling wife.

Born a General.

Hudson Register: At the club the luded to, John Oberly, the civil service commissioner, told the story of a man-General Watkins, I believe, was the name—who used to live down in southern Illinois. When he was in court as a witness one of the lawyers asked him

his name. "General Watkins," was the reply.

"Were you in the late war?" "No, sir.' "Were you in the Mexican war?"

"Were you ever commander of mili-"No, sir."

"Did you ever hold a military appointmenty

"No, sir." "Then," asked the lawyer, with a sneer, "how did you get to be a gener-

"I was born so," was the reply.

A Modern Cresus He pressed his suit with urgent zeal; She heard with downcast eyes, As if she feared they might reveal The love she'd fain disguis

His courage rose about a mile

At last she spoke, in accents low. This wayward, winsome witch—
"There's just one thing Pd like to knowPray tell me, are you rich?"

And gladness filed his soul;
"Rich!" answered he, "well, I should smile!
My father deals in coal!" A Business Transaction.

Mose Schaumberg, of Austin, Tex., was one of the passeugers on the San Antonio stage that was robbed a few weeks age.
"Shell out your money or off goes the top of your head," remarked one of the

robbers, holding a pistol under Mise's noise. "Three hundred tollars vash every cent I got, so hellup me schiminy grashus.

"Hand 'em over." Mose did so, keeping back \$6. "What are you keeping back \$6 for?" midly inquired the robber, pressing the pistol egainst Mose's head. "Mine Gott! don't you let a man take

out dwo ber cent ven he advances money mitout securities?" asked Mose. Blessing in Disguise. Columbus Evening News. A smoker once lived in Cohoes, Whose mind was so bent on his woss That, with one sweeping soratch, He struck a good make

And tried to light it with his nose. At last when his stogie was lighted His thoughts turned again to hopes blighted,

And, with mind in eclipse, He put to his lips The end that the match had ignited. The smoker then quickly arose But said to the weed: You are just what I need

To turn thoughts away from my woes!" Why Should Boston Be Proud ? Chicago Tribune,

Why should the spirit of Boston be proud? The jeweis are borrowed she boasted so Her Sullivan came from the Emerald isle, And her bean from the banks of the Tigris

Detroit Free Press: "Those western fellows can give us twenty-five points and then beat us every game," said a Detroit real estate agent who returned from a western trip yesterday.

"What do you mean?" was asked.
"I mean cheek," he replied. "I had speculation in my eyes when I went west, but I got scared before I reached St. Paul. Why, sir, there were no less than thirteen real estate agents in my particular coach, and every one made a dead set at me. One chap who wanted to sell me business property in St. Paul was the best talker I ever heard. looked up the land after I got there and it was just eleven miles from the center of the city. Some of the pieces of suburban property mentioned to me at a bar gain were forty miles away. They took it as an insult if you wanted to ride out

and see the property."
"And didn't you buy?" "Yes. At Kansas City a man stumped me to trade a piece of land I had in Saginaw country for a suburban farm he had there. It was unsight and unseen.

"And did you make or lose?" "Oh, I came out about even, I guess. His suburban farm was a hill in Arkansas, while my Michigan farm was a cat-tail swamp two feet under water the year round. We are both trying to sell to second parties now, and perhaps the man who gets my hill will arrange to fill in for the man who gets the swamps.'

Hard Luck. The Arizona Howler explains a shortcoming in this manner: Our readers will kindly overlook the small amount of editorial matter we present this week. The reason of this is that we decided at the last moment not to publish a column and a half article which we had written with great care on the 'Stability and Permanent Character of our City's Growth." owing to the fact that just as we finished it the large dry goods store building of Gopher & Hole fell with a crash, while fire broke out and consumed the railroad depot building, and the high wind carried away Colonel Dodger's fine residence, blew the gable end off the court house, and Captain Jumper hitched a yoke of oxen onto the hind end of the postoffice building and hauled it out two miles onto his claim, where he will live in it this winter We trust our readers will see the embarrassing position we were placed in and excuse us. Truth shall ever be well up toward the head of the list of things we take into consideration on all occa-

Leap Year Privilege. She sat idly watching the empty oyster shells on her plate, while finished the last morsel of cracker with

in Teach. "Mr. Sampson," she said with a little blush, "do you think that young ladies are justified in taking advantage of their leap year privileges?" His heart gave one great saddle rock bound, for she was rich and he was poor, and he loved her with that mad passion so common to his condition of society. He fervently assured her that society. did. "Then, Mr. Sampson," she said, shyly, "I think I would like a dozen

more on the shell.' The Devotee. For forty days and nights to go
In sackcooth and all that, you know,
With not a rag that' freshl
To stop the dance right in full swing

Because folks say it is "the thing" To mortify the flesh! For forty days to peak and pine!
No piace to go to dance or dine!
Why was I ever porn!
The theatre it is tabooed.

Bereft of ballroom and c' beaux, What I shall do heaven only knows, That's left me in the lurch! Some dissipation I must find, Or I shall really lose my mind—

Night after night, day after day, Full forty, just to fast and pray And play the penitent, With naught to do but pender on The Easter bonnet I shall don If e'er I live through Lent!

Benedict: Yes, and have been for nine

Bachelor: Tied for life? Benedict: You're right, and with eight knots in the string.

Where's the White Horse? I am a young maiden of bashful sixteen,
I'm troubled, I'm angry, I'm sad;
I don't like the many expressions I hear—
The latest one makes me so mad.
My hair, you must know, is of bright golden

hue,
To term it a red is language quite gross;
If I ride in a car some fool will shout, ah!
There's a red-headed girl, so where's the
white horse!

CHORUS

they'll greet, There's a red-headed girl, so where's the white horse!

These men about town are the plague of my life, Their jokes are vulgar, their wit is so

white horse? Chorus.

Newspapers.

Pressmen's union contain the following contribution from "a printer's devil," which is too funny for publication in so-called funny papers; at least, they seldom have such genuine humor. It is entitled a "Prize Essay on Newspapers.

—so many of them being "sticks."
They work hard—at refreshment bars.
Proof-readers is men what spoils the punctuation of compositors. They spell

Compositors is men as sets up the types—and sometimes the drinks. Compositors is very steady men when they s sober-which they seldom is when they can help it. Editors is men what knows everything

in the heavens above and the earth beneath. They is writers who doesn't write anything whatsoever. They is the biggest men you ever see. Managers is men as takes in the tin

Proprietors an't anybody. They an't ever seen.

Printers' devils is the most importan ersons in a printin' office. They does

Feeders is men what feeds on the fat of the land. If I ever start a paper of my own I'll

I heard the foreman tell this funny story to one of the "staff" the other day. It must have been funny, 'cause they both laughed. This is the story: "A gentleman was promenading the street with a little boy at his side when the little fellow cried out: 'O pa, there goes an editor!' 'Hush, hush,' said the father, 'don't make sport of the poor man-God only knows what you may come to yet.'"

AMUSEMENTS

ROYD'S OPERA HOUSE

THURSDAY, MARCH 15, 16 & 17.
SATURDAY SATURDAY MATINER.
Engagement of the Incomparable Supported by her own excellent company, Thursday evening and Saturday matines, the

PAWN TICKET NO. 210. Lotta as "Mag." New songs. New dances. Friday evening, LITTLE NELL Lotta as "Little Nell" and "The Marchioness," Saturday evening, "LITTLE DETECTIVE." Lotta in six different characters.

Sale of seats begins Wednesday.

GRAND OPERA HOUSE. SUNDAY, MARCH 11th,

CHICAGO Oriental Opera

SCHULAMITH; Or, The Daughter of Jerusalem. This historic opera will be produced in the He-brew-German language. Admission 25c, 35c, 50c, 75c and \$1. Secure seats at box office.

GRAND OPERA HOUSE. Special Engagement, 3 Nights Only, Commen-cing.

Monday, Mar. 12-13-14 The celebrated Actor and Author. JOSEPH D. CLIFTON,

Supported by a company of Metropolitan artic. in his latest and greatest success, THE RANCH KING,

Hefined Comedy Melo-Drama, introducing the Only Acting Dog, TRIX, christened by the press universally, the semi-human dog.

And all the gay and giddy brood Of fashion is forlorn.

One cannot flirt in church.

Tied With Eight Knots. Washington Critic: Bachelor-who has been away ten years to Benedict with wife and eight childrent. So you are married?

Where's the white horse? Have you seen the white horse! To account for this saying I'm sadly at When I go on the street, my appearance

Why people poke fun at a maider so shy, And call her a "bright shining light," Is something I hardly can answer myself, I'm sure you do not think it right.

coarse, They'll laughingly cry, when me they spy, There's a red-headed girl, so where's the

Chicago Times: The souvenir danc-

Newspapers is called vehicles of information. Reporters is what is called "the staff"

a word one way to-day and another way to-morrow. They think they be intel-ligent persons; compositors think dif-

and gives patent medicine "ads" tops of columns next to reading matter thirty-seven columns out of thirty-two.

the hardest work and gets the least pay.

Pressmen, is—well, there wouldn't be no newspapers, no circus bills, without pressmen to print 'em.

call it The Umbrella. Everybody will take it.