

STATUS OF WESTERN BILLS.

Progress of Measures Introduced by Nebraska Representatives.

IOWA AND DAKOTA INTERESTS.

Senator Gorman Laying Wires For the Presidential Nomination in Case Cleveland is Defeated—The Tariff Question.

Legislation For the West. WASHINGTON HERALD THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., March 25.

Nebraska's senators and representatives have been very successful in this congress. They have secured more legislation for their constituents than probably any five men from one state. While not very many bills have yet become laws which were introduced by them, they have accomplished a great deal of work in committees and elsewhere and have a mass of measures on the calendars. Very few bills of any kind have passed the house, but the senate has been most of the measures introduced by the Nebraska delegation will become laws as they are acknowledged merit. To-day I made an examination of the senate and house calendars with a view to ascertaining the status of Nebraska's proposed legislation. Mr. Dorsey's court bill has passed the house and is in the hands of the senate committee on judiciary. Judge Dundy and others have filed vigorous protests against what they term "putting the court on wheels," but the prospects are that the bill will become a law before the end of this session.

The bill to reimburse Major Bash for the money taken from him has passed the senate and is in the hands of the committee on the joint resolution abolishing the office of the United States surveyor for the district of Nebraska and Iowa, the secretary of the interior to proceed under the provisions of sections 2,218 and 2,319 of the revised statutes of the United States in the transfer of the field notes, maps, records and all papers to the states of Nebraska and Iowa, in the senate calendar with a favorable report from the committee on public lands.

Mr. Manderson's bill providing for the completion of the quarter barracks and stables at Fort Robinson and Fort Niobrara is on the senate calendar with a favorable recommendation from the committee on military affairs.

Mr. Dorsey's bill for the relief of the Omaha tribe of Indians in Nebraska has passed the house and is in the hands of the senate committee on Indian affairs and is on the senate calendar with an amendment.

The main public building bill has passed both houses and is in the hands of a conference committee for the adjustment of the amendments made by the senate. McShane believes it will be acted upon within a week or ten days.

Mr. McShane's bill for the erection of a public building at Omaha is in the hands of the committee on public buildings and grounds. Mr. Dorsey's bill extending the time of payment to the state of Iowa for the reservation has been given favorable action by the house.

The bill opening the Sioux reservation in Dakota and affecting northern Nebraska has passed both houses and will become a law as soon as certain minor amendments made by the senate are adopted. The bill is in the hands of the committee on public lands in the senate.

Mr. Steel bill giving promotion to all army officers of the line and state who have served continuously in one grade for twenty years, advancing 114 officers whose long services are to be recognized, is in the hands of the committee on military affairs.

The bill introduced by Delegate Gifford, of Dakota, granting the right of way to the Yankton reservation in Dakota, and which railroad intends to go to Omaha, is on the house calendar and recommended for passage by the committee on military affairs.

There are many Iowa bills on the calendars of each house and with committees, which are of especial interest to Nebraska. The bill among these is the bill to quiet the title of the settlers on the Des Moines river lands, which has been favorably reported from the committee on military affairs.

A favorable report has been made from the committee on military affairs on the bill providing for a public building at Sioux City, and it is on the senate calendar waiting action.

The bill authorizing the construction of a railroad, wagon and foot passenger bridge across the Mississippi river at or near Clinton is in the hands of the committee on commerce.

The bill authorizing the construction of a similar bridge across the Mississippi river at or near Muscatine, Iowa, is in the hands of the committee on commerce.

There are about twelve bills providing for public buildings in many cities in Iowa which have been favorably reported from the committee on military affairs. Davenport are on the calendar with a favorable report.

Mr. Anderson's bill authorizing the construction of a railroad, wagon and foot passenger bridge across the Mississippi at or near Clinton is on the house calendar with a favorable report from the committee on commerce.

Mr. Laird's bill to remove the charge of desertion from military records on the McCormick bill has been favorably reported from the committee on military affairs and is on the house calendar.

Delegate Gifford's bill accepting and ratifying an agreement made by the Sisseton and Wabapon bands of Sioux Indians, and granting the right of way to the Chicago, Milwaukee & St. Paul road through the Lake Traverse reservation in Dakota, is on the house calendar with a favorable report.

There are a large number of private bills for the people of both Nebraska and Iowa pending in the senate. A special grand jury calendars of the two houses, and quite a large number that have not been acted upon.

Today's Washington Herald (democratic) announces that Senator Gorman of Maryland, is manipulating politics with a view to passing himself into the senate from St. Louis with favorable odds in the event any thing should develop which will make the resignation of President Cleveland an event.

It regards the fact that Senator Gorman was chairman of the national democratic executive committee and was the brain of the campaign which elected the president in 1884; that he has been said in Mr. Cleveland's intimate friend and confidential adviser; that the settling clause in the contract between Gorman and the president is in his power at the white house than any other man in the event, that the present administration cannot be continued, that the patronage of Maryland and throughout the country has been distributed at Senator Gorman's bidding; that no man in public life knows so well as the democratic leaders as Senator Gorman that he will have them at St. Louis, ostensibly for Cleveland,

ALL QUIET WITH THE "Q."

No Sunday Developments, But a Conference Fixed For Tuesday.

MORTON MAKES A STATEMENT.

He Says the Road Will Begin Hiring New Men To-day—Full Statement of the Engineers' Side.

The Burlington Strike. CHICAGO, March 25.—"Everything is very quiet with us to-day," said Paul Martin, speaking for the Burlington company this afternoon, when asked about the switchmen's strike, "but we will begin hiring new men to-morrow and starting our trains. Matters will soon be working all right again. The switchmen have said nothing to any of the officials of the road as yet about their objection to quitting work, and if they have any grievance against the first-class 'Q' men, they are out at Galesburg, Aurora and Ottumwa, but they refused to strike at Burlington, and it looks now as if the men there will remain at work."

To-night it was reported that a conference of the switchmen, brakemen, engineers and firemen from all branches of the Burlington system would be held here Tuesday. Representatives of the engineers and firemen are already in the city in the persons of the grievance committees. The first-class men are said to have arrived this evening and will be followed by a dozen or more others to-morrow.

THE ENGINEERS' STANDPOINT. They Correct Misleading Statements of Burlington Officials. CHICAGO, March 17.—The officers of the Chicago, Burlington & Quincy railroad company have circulated throughout the country what we shall show to be a very misleading statement of the matters in issue between the engineers and firemen formerly employed on that road and themselves. For the purpose of more effectively misleading the public the circular is addressed to the engineers and firemen. Of course, it is intended for the public, but it is not intended to address the Chicago, Burlington & Quincy road, but address the public, for whom this is intended, directly.

In the road's circular referred to, which is under date of February 22, appears the following: "The important changes which our committee suggests are as follows: First, the road to be governed solely by the miles run, without regard to other conditions or circumstances. Secondly, a large average increase in existing rates of pay. Third, The abolition of any classification based upon length of service, age or experience."

In relation to the first statement we reply that we have requested our compensation to be fixed by the mile, because that is the method upon which compensation is based on the part of the public. It is misleading to say that this compensation is sought to be fixed "without regard to other conditions or circumstances."

True, there are some runs on branches of the "Q" road where the engineer's responsibility appears to be less than that on the main line, because of the shorter and smaller number of cars. But the road fully recognizes the fact that on all these branches where the engineer has a smaller number of cars to care for he is compelled, at the end of his trip, to take care of his engine by performing the work of the hostler, and to receive \$7.50 for twenty-six days' work. The engineers on the Chicago & Northwestern, for example, are paid \$12.00 for twenty-six days' work, which is \$4.50 more than the Chicago & Northwestern pays for a passenger engineer on the "Q" road.

The engineer on the Sterling branch receives \$12.00 for twenty-six days' work, and takes care of his own engine. The engineer on the Batavia and Geneva branches receives \$12.00 for twenty-six days' work, and takes care of his own engine. The Chicago & Northwestern pays for like runs \$96.20, the distance being two miles between the Chicago, Burlington & Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work they are required to do in branches having to do the work of a hostler. The engineer on the Rockford way freight receives \$12.00 for twenty-six days' work, for which he receives \$56.00. The engineer on the fast mail, Chicago & Northwestern, receives \$12.00 for twenty-six days' work, which is \$4.50 more than the Chicago & Northwestern pays for a passenger engineer on the "Q" road.

The Quincey road only pays \$3.50 for this same run to the engineers on a few of its branches, but on all other runs it pays only \$3.75. It only pays its firemen \$3 when with the engine, but \$12.00 when with the train, which the engineer receives \$3.75 for.

The Rock Island pays \$4.15 for a run of 100 miles to its freight engineers, and does not require them to act as hostlers for their own engines. The Quincey road pays \$3.50 for this same run to the engineers on a few of its branches, but on all other runs it pays only \$3.75. It only pays its firemen \$3 when with the engine, but \$12.00 when with the train, which the engineer receives \$3.75 for.

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FREE SPEECH STOPPED.

O'Brien Addresses an Irish Meeting and Raises a Rumpus.

DUBLIN, March 25.—William O'Brien

addressed the Ponsonby tenants at Yaughall early this morning and afterward attempted to hold a meeting which had been proclaimed by the government. He mounted a cart with the intention of addressing the people, but was seized by a policeman and charged to be removed. The police then dragged upon the crowd and a serious melee ensued, in which several of the police were wounded. It is said that several of the police were stabbed. Magistrate Plunkett was thrown down and beaten, and received a cut on the forehead. O'Brien escaped a priest's house and subsequently harrassed the crowd in a stable. Police and soldiers are parading the streets of the town.

KANSAS CITY PACKERS KICK. They Deny Bartle's Charges and Will Bring Damage Suits. KANSAS CITY, Mo., March 25.—Jacob Dold & Son have given the press a long statement in reply to the charges made against Kansas City packers by William G. Bartle, of St. Louis, before the house committee on agriculture yesterday. They refute the charge that they use a small and cheap school and affirm that the manufacture of oysters and packing of meats is conducted in the most scrupulous and cleanly manner by all Kansas City packers, and that the methods and practices testified to by Bartle are absolutely impossible. They will bring suit against him for \$20,000 damages, based upon the possibility of their business being injured by the statements made.

Weather Indications. For Nebraska and Iowa: Fresh to brisk northerly winds; colder; snow, followed by fair weather.

CARRIED AFTER A STRUGGLE

Iowa's Legislature Passes the Bill Regulating Railroad Traffic.

A VERY SENSIBLE MEASURE.

The Charging of More For a Shorter Than For a Longer Haul Absolutely Prohibited—Spirit Lake Specters.

After Three Wearisome Weeks. Des Moines, Ia., March 24.—(Correspondence of the BEE.)—After three long weeks of discussion, varied by strenuous efforts on the part of the opponents of railway legislation to tack on amendments to nullify or impair the measure, the senate, on Friday, passed house file 373 by a unanimous vote, only six senators being absent or skulking in the cloak rooms. As soon as the house convened in some minor amendments and the bill is signed by the governor it will take effect until thirty days after it is duly published, which will be about May 1. The bill absolutely prohibits the charging of more for a shorter than for a longer haul, the practicing of any discrimination, or granting of any rebate whatever, and empowers the board of railroad commissioners to fix a schedule of freight charges. Besides Mr. Coffin, the only six senators being absent or skulking in the cloak rooms. 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