THE OMAHA DAILY BEE.

SEVENTEENTH YEAR.

OMAHA, MONDAY MORNING, MARCH 26, 1888.

NUMBER 282

STATUS OF WESTERN BILLS.

Progress of Measures Introduced By Nebraska's 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 BUREAU THE OMAHA BRE, 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 both houses during this session. Most of the measures introduced by the Nebraska delegation will become laws as they are of 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 house committee. Mr. Paddock's 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 2,219 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, is on the senate calendar with a favorable report from the committee on public lands.

calendar.

Mr. Manderson's bill providing for the completion of the quarter barracks and sta bles at Fort Robinson and Fort Niobrara is on the senate calendar with a favorable reommendation 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, has been favorably re-ported from the senate committee on Indian analirs and is on the senate calendar with an amount amendment.

The Omaha public building bill has passed both houses and is in the hands of a confer-ence 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 Mr. McShahe's bill for the erection of a public building at Hastings is on the house calendar with a favorable report from the committee on public buildings and grounds. Mr. Dorsey's bill extending the time of payment to purchasers on the Winnebago reservation has been given favorable action by the house

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 have been adopted by the

house and the president attaches his signature. The 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 which is of intense interest to all army men, report from the committee on military

front rank and secure the nomination, as sig-The Herald points out that Senator Gor man has been very active in laying the ropes of late and that he has the Chesapeake, Ohio Canal company, of which he is president, and the Baltimore & Ohio railroad, of which he is a director, at his back to promote his clair

but if he can be raised, to put himself in the

CONNECTICUT DEMOCRATS AND THE TARIPP. Ex-Senators Barnum and Eaton, of Con-necticut, have been in Washington during the past week and have made no secret of He Says the Road Will Begin Hiring their dissatisfaction with the president's tariff attitude. They regard the situation in Connecticut, from a democratic view, as not altogether satisfactory, and say especially that the Mills tariff bill is extremely uppop-ular with their people. They do not regard the president's tariff views as popular in any sonse.

Списько, March 25 .- "Everything is very ANOTHER MAN AGAINST THE PRESIDENT. Another democratic central committeeman has resigned because he cannot support the present administration. Senator-Elect J. S. Barbour, of Virginia, will not be alone in requiet with us to-day," said Paul Mortin, speaking for the Burlington company this afternoon, when asked about the switchmens' strike, "but we will begin hiring new men tiring from the political management because he is opposed to the president. Gilbert B. Towels, of the Columbia democratic club, of to-morrow and starting our trains. Matters 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 object in quitting work, and if they have any griev-ances none of us know what they are. The men are out at Galesburg, Aurora and Ottumwa, but they refused to strike at Bur-lington, and it looks now as if the men there would remain at work " this city, has resigned and states that if Hill or some other good democrat is nominated at St. Louis he will be pleased to unite with Columbia club but that with the present out-look staring him in the face he cannot, as a democrat, even by influence give support to the candidate whom he regards as a mug-wump and not a democrat. PERRY S. HEATH. would remain at work."

Bad Weather for Growing Crops.

Chairman Mills Improving.

GOULD INTERVIEWED.

Are Groundless and Cruel.

NEW YORK, March 25.-[Special Telegram

to the BEE.]-Jay Gould in an interview said

in reference to business matters here during

his absence: "The talk which has been

going on with reference to my son George is

simply cruel. There is not a morsel of truth

in the charge that he has been going short of

the market or bearing it. He has not sold a

keeping up its value. I myself have more in-

vested in anything else in my life."

would 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. Rep-resentatives of the engineers and firemen are Forecast of Congress. WASHINGTON, March 25.-In the senate the already in the city in the persons of the grievance committeemen. The first of the delegates from the switchmen and brakemen mmerce committee will have the floor on Tuesday next. It has a large number of bills for action, including the Nicaragua are said to have arrived this evening and will be followed by a dozen or more others tocanal bill, drummers' bill, the bill to prevent frauds on American manufactures. It is also the intention to call the postal telegraph bill in order to determine the question as to morrow. THE ENGINEERS' STANDPOINT. the right of the commerce committee to substitute such bill for one which proposes

They Correct Misleading Statements of Burlington Officials.

New Men To-day-Full State-

ment of the Engin-

cers' Side.

The Burlington Strike.

to place the telegraph companies under the operation of the interstate commerce law. The public land committee will endeavor to CHICAGO, March 17 .- The officers of the Chicago, Burlington & Quincy railroad comget the house to resume consideration of the pany have circulated throughout the country general public lands bill on Thursday. The majority report of the ways and means com-mittee on the tariff bill will appear in the house early in the week and be placed on the 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 pub-WASHINGTON, March 25 .- Under the head lie the circular is addressed to the engineers

of general remarks the weather crop bulletin and firemen. Of course, it is intended for says: The weather has been generally unthe public. favorable for growing crops during the week. We shall not resort to the trick of ad-Alternate thawing and freezing and the lressing the Chicago, Burlington & Quincy

great range of temperature in winter wheat road, but address the public, for whom this sections have probably affected that crop in-juriously. The freezing weather in the southern states has doubtless injured small grains, fruit and vegetables in the northern portion of the gulf states. is intended, directly. In the road's circular referred to, which is

under date of February 22, appears the following:

"The important changes which your com-mittee suggests are as follows: First, Pay to be governed solely by the miles run, with-out regard to other conditions or circum-WASHINGTON, March 25 .- Chairman Mills, of the ways and means committee, reported stances. Secondly. A large average increase in ex-

seriously ill yesterday, is suffering from severe cold but is improving to-day. isting rates of pay. Third. The abolition of any classification based upon length of service, age or experi-He Says the Reports About George ence.

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 nine-tenths of the railroads in operation in the United States. It is misleading to say that this compensation is sought to be fixed without regard to other conditions or circumstances."

single share of Missouri Pacific. He has his True, there some runs on branches of the 'Q'' road where the engineer's responsibility own stock and has a personal interest in appears to be less than that on the main vested in Missouri Pacific than I have inlines, because he has to haul a smaller number of cars. But the road carefully conceals the fact that on all these branches

"Does that refer to any one stock or to ' asked the reporter.

ALL QUIET WITH THE "Q." No Sunday Developments, But a Conference Fixed For Tuesday. MORTON MAKES A STATEMENT

man who has served his third year. These first and second year men who happen to leave to engage in other occupations are re-placed by other first and second year men, and so the road manages to keep a large per-centage of employes at under rates. We have no objection to its paying those who have been a long time on the road any extra gratuity it wishes. Nor will we ever com-plain if in its generosity it desires to pension men who have served it faithfully for a great many years. But we do insist that one of two things must be true: Either, first, that the engineers are first-class men and entitled to first-class pay; or, second, that the public is deceived when it is asked to travel on trains run by men who are entitled only to second or third-class compensation. What is said in relation to the engineer applies also to the case of the firemen, be-cause on all the roads the firemen, be-cause on all the roads the firemen's wages are based upon those of the engineer, and the firemen receive from 55 to 60 per cent of what the engineer's wages are. There-fore a shaving down of the engineer's wages means a shaving down of the engineer's wages means a shaving down of the premine received re

means a shaving down of the fireman's wages, so that on all sides the peculiar sys-tem adopted by the "Q" road manages to punish its workingmen and enlarge its treas-

But have we just cause of complaint? Are the engineers and firemen of the "Q" road seeking to take any advantage of that corpo ration? Have they just cause of complaint? Are they paid now as well as employes performing like services on rival roads?

forming like services on rival roads! We invite the attention of the public to the following comparisons: On the "Q" road there is a round trip between Rockford and Aurora which is made twenty-six times a month by the engineer. On the Northwestern road there is a round trip between Rockford and Chicago which is also made twenty-six times per month. The Northwestern round trip is twenty.

The Northwestern round trip is twenty-two miles greater than the "Q" round trip. The Northwestern engineer travels 572 miles At the rate of compensation asked by the engineers, viz: 3½ cents per mile, the North-western road should only pay \$20.65 per month to the engineer on the Rockford-to-

month to the engineer on the Rockford-to-Chicago trip greater than that paid to the "Q" engineer who runs on the Rockford-to-Aurora trip. But the fact is that the "Q" road pays its engineer only \$104 per month, while the Northwestern pays its engineer \$175. The "Q" engineer holds just as re-sponsible a position as the engineer on the Northwestern. He has to cross three inter-acting words in the making of his trin and secting roads in the making of his trip, and in addition to his work as an engineer the labor of hostling, or caring for the engine, is imposed upon him, while the engineer for the Northwestern is not obliged to care for his engine. The latter's work begins when he jumps on the engine at one end of the trip and ceases when he delivers it at the other end.

On the Panhandle road the freight engin-eer who runs from Indianapolis to Bradford,

a distance of 105 miles, receives \$4.25 for the trip, his fireman receives \$2.15. On the "Q" road the round trip run from Galesburg to Peorfa is 105 miles for which the engineer receives \$3.60 and the fireman 82.10

\$3.10. From Quincy to Colchester the round trip is 107 miles. The "Q" road pays its engineer for that trip \$3.75, and its fireman \$2.15. For runs of 100 miles on the Union Pacific road the engineer on passenger trains re-ceives \$3.85. The "Q" road is a competitor of the Union Pacific and for a long distance travels over parallel lines through country of processly the same character. Yot wa of precisely the same character. Yet we have only asked \$3.50 per 100 miles for a pas-

have only asked \$3.50 per 100 miles for a pas-senger engineer on the "Q" road. The engineer on the Sterling branch run draws \$34.10 for 90 miles. He stops in Rock Falls six hours, and takes care of his own engine. The engineer that runs the Batavia and Geneva accommodation receives \$57.10. And the Chicago & Northwestern pays for like runs \$96.20, the distance being two miles greater on the Chicago & Burlington & greater on the Chicago, Burlington & Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work done, on account of the en-gineers having to do the work of a machinist. The engineer on the Rockford way freight runs nightly (twenty-six nights constituting

Iowa's Legislature Passes the Bill Regulating Railroad Traffic.

A VERY SENSIBLE MEASURE.

CARRIED AFTER A STRUGGLE

The Charging of More For a Shorter Than For a Longer Haul Abso-Intely Prohibited-Spirit Lake Specters.

nce 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 im pair 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 concurs in some minor amendments and the bill is signed by the governor it will become the law of the land, though it will not take effect until thirty days after it is duly published, which will be about May 1. The bill abso lutely prohibits the charging of more for 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, which shall be prima facie evidence of a reasonable rate in all the courts

mittee of the senate to divide the state into five districts for the election of railroad commissioners is destined to come to an untimely end. The press of the state almost to a unit is opposed to the measure, and the lower branch of the legislature has refused to increase the number of commissioners from three to five by an overwhelming majority. That body has already passed a bill providing for the election of three railroad commissioners from the state at large, and the senate will no doubt concur in the measure, though Senator Gatch, of this city, is making a strong fight in favor of a bill providing for the appointment of commissioners by the governor with the advice and consent of the senate.

The failure of the Northwestern and other roads in the southern part of the state to furnish a sufficient number of cars for hauling the grain and hay during the fall and early winter has borne fruit in the shape of a bill b.

winter has borne fruit in the shape of a bill by Representative Hospers, of Sioux county, compelling railroads to furnish cars on three days' notice under a penalty of a \$10 fine for each day in default. The bill passed the house by a vote of 86 to 2. This action has thoroughly frightened the managers of the Northwestern who declare that the bill if it becomes a law, will bankrupt every road in the state, and every effort will be made to defeat it in the senate. Judge Hubbard, of Cedar Rapids, the veteran lobbyist for that line, is here and if he gets in his work with his usual success, the bill will never see daylight again.

with his usual success, the bill will never see daylight again. THE BAILROAD COMMISSIONERSHIP. The term of L. S. Coffin as railroad com-missioner expires on April 1, and there are quite a number of applicants for the position. Mr. Coffin himself is making a frantic effort to be retained, but with poor show of suc-cess. He was placed on the board as a rep-resentative of the agricultural interests, it being understood that the board should con-sist of one lawyer, one farmer and one civil engineer, but his decisions have been almost uniformly in favor of the railroads and he untimely deaths. If the legislature is going into the monument business at all, it could find no more worthy cause to be remembered in this way than the victims of the famous Spirit Lake massacre. But the reform idea is so strongly implanted in the direction of reducing expenses that it is not likely that anything will be done in the matter. DES MOINES, Ia., March 25.-[Special to the BEE.]-The presiding elders of the four

protest of his friends that he peremptorily declined to accept the position. The defeat of John Y. Stone, of Mills county, for delegate at large, was a decided surprise and caused no little comment. Everybody knew that the delegates from the state at large were to be Henderson, Clarkson, Perkins and Stone, and when Mr. Shaw of Corning named J. P. Dalliver few thought that he would develop any great strength. However, the young men in the convention rallied to his support to a man, and with the hundred or more who were glad to have an excuse to vote against Clarkson he was easily nominated. The rail-road strikers judiciously distributed through the convention succeeded in drawing out colonel Hepburn, of Clarinda, for a speech and he took occasion to air his old grievance about being defeated by Anderson for con-gress last year, to the disgust of everybody present. The sooner the republicans of this state make up their mind that Hepburn is a dead duck in politics the better will it be for the party, not only in the Eighth district but also in the state at large. REX. protest of his friends that he peremptorily NEWS OF NEBRASKA TOWNS. Filley Makes a Showing of Her Resources.

SUPERIOR'S SUBSTANTIAL BOOM

Railroad Building to Begin Actively With Settled Weather-Several New Enterprises Promised-Items From Crete-State News.

Filley's Substantial Growth.

FILLEY, Neb., March 23.-[Correspond] ence of the BEE.]-The town of Filley is low cated on the line of the B. & M. railroad, which runs from Nebraska City to Beatrice. In Gage county. This section of country is as beautiful and as fertile as can be found in any portion of the great and growing state of Nebraska. Early in 1883 the town of Filley was platted and in honor of Elijah Filley, who came here in 1867, was christened Filley. The town is unlike some other western towns in that its growth has not been of a rapid, but of a substantial character, the ma-jority of the people who reside here owning their residences and business houses. In other words the town has "come to stay." other words the town has "come to stay." Benjamin Banghman erected the first store building in 1853, and it was occupied by Lew-ellen & Axtell, who are the pioneer mer-chants of the town. We now have three dry goods stores, two bardware and implement stores, two drug stores, two blacksmith and wagon shops, two barber shops, two livery stables, one millinery and dress making es-tablishment, two hotels, one lumber yard, one meat market, one elevator and a new \$20,000 mill, with a capacity of seventy-five barrels per day.

\$20,000 mill, with a capacity of seventy-five barrels per day. The social and religious advantages of Filley are of the highest order. The Metho-dist society worships in a \$4,000 frame struc-ture and has a membership of seventy. C. M. Shepherd is the pastor. The Baptists have a new church building with a large con-gregation. A. H. Law is the pastor. The Masonic fraternity organized a lodge this winter with some twenty members. There are a number of Odd Fellows in Filley and in all probability a lodge of that order will be formed in the near future. The mi-tiatory steps have been taken to form a lodge

tiatory steps have been taken to form a lodge of Good Templers. and it will start with a membership of fifty. The ex-soldiers will organize a Grand Army post soon. We have a good school building, which cost

\$3,000, and not only a good building but a good school in it as well. W. Matthews is the principal. Pupils can go from here to

the principal. Pupils can go from here to the university. Our shipping interests are fairly good. Last year were shipped from here, 172 cars of corn, 52 cars of flaxseed, 3 cars of wheat, 24 cars of oats, 5 cars of rye, 20 cars of hogs, 20 cars of catle; there were received 57 can loads of coal, 42 cars of lumber, 3% cars of lime, etc. The annual report of the B. & M. railroad shows that 402 cars have been handled from this point within the last year.

from Dakota and fell suddenly upon the set-tlements of white folks scattered along lakes Okoboji and Spirit lake and killed thirty five men, women and children, practically exter-minating the settlements in that part of the year. The Bank of Filley and the Filley Farmer, a bright, newsy five-column folio, complete the business enterprises of the town. minating the settlements in that part of the state. They carried off captives two or three women and one young girl, who is now the only survivor of that terrible slaughter. It is proposed that the scattered bones of these victims be gathered up and be deposited in a common grave at Spirit Lake, with a monu-ment to tell the story of their brave lives and untimely deaths. If the legislature is going into the monument business at all it could

Some two weeks ago the business men of Filley held a meeting to take the initiatory steps to increase the business of the town, and a subscription paper was started to se-cure means to advertise it. The owners of lots will be asked to reduce their prices and thereby induce the building of more resi-dences business bounce of the started to the second dences, business houses, etc.

A boot and shoe store with a practical man in charge would do well in Filley. A flax mill is needed here, as there is a large amount of flax produced in this section of the country

Railroad Building at Superior.

SUPERIOR, Neb., March 23 .- [Correspondence of the BEE.]-Superior has the reputation of being the handsomest city in the Republican valley. Its beauty of location is not

commercial advantages, its water power, the

class of pushing capitalists located here, its

excellent school and church advantages, all

Northwestern is building into the city from Omaha, while the Santa Fe is surveying into

the city from the south. The city council has

preparing to crect a fine two story brick with

basement. Several other enterprising busi-ness men will follow suit and many fine

residences will be built this season. Capita

estate for the last few weeks exceed \$100,000.

Items From Crete.

CRETE, Neb., March 23 .- | Correspondence

is coming in rapidly and transactions

After Three Wearisome Weeks. DES MOINES, Ia., March 24 .- [Correspond

nor's hands, and makes the office a political one. At present it is customary to give the democrats one member of the board and the republicans two. The new ar-rangement will give the dominant party all of the commissioners, and the democrats will have no representa-tion on the commission. Besides Mr. Coffin, the candidates for his position include Mr. Henry Wallace, editor of the Homestead; Mr. Kennedy, president of the State Farm-ers' alliance; ex-Governor Carpenter, of Fort Dodre: Hon. James Wilson. of Tama county: of the state. The bill is a very elaborate measure, covering some twenty pages, but these are its main provisions. THE DISTRICT COMMISSIONER BILL. The scheme hatched by the railroad com-

others. The office is a desirable one, as it pays \$3,000 salary, firnishes free transporta-tion and gives the incumbent a chance to travel around a good deal and see what is

SCARCITY OF CARS.

The bill introduced by Delegate Gifford, of Dakota, granting the right of way to the Yankton & Missouri railroad through 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 Indian affairs. There are many Iowa bills on the calendars

of each house and with committees, which Bre of especial interest to the readers of the BEE. 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 public lands, and stands at the head of the senate calendar under the title of "general orders." "The Plumb bill for the relief of the settlers

on the lands along the Des Moines river above Raccoon forks in the state of Iowa, has been put on the calendar with an adverse report from the committee on public lands in the senate.

A favorable report has been made from the A favorable repert has been made from the senate committee on public buildings and grounds on the bill providing for a public building at Sioux City, and it is on the senate calendar waiting action. Mr. Allison's bill for the relief of the First

National bank of Marion, Ia., is on the senate calendar with a favorable report from the committee on finance.

The bill authorizing the construction of a railroad, wagon and foot passenger bridge across the Mississippi river at or near Clin-ton, Ia., has been favorably reported from ton, fa., has been favorably reported the senate committee on commerce, and is on the calendar. Also the bill authorizing the the calendar. construction of a similar bridge across the Mississippi river at or near Muscatine,

There are about twelve bills providing for public buildings in as many cities in Iowa pending before the house and senate cominittees on public buildings and grounds, and netion has not been taken on them. Some have been reported from the committees, The bill for public buildings for however Davenport are on the calendar with a favorable report.

Mr. Anderson's bill authorizing the con struction of a railroad, wagon and foot pas-senger 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 the military record of John McCormick has been favorably reported from the committee on military affairs and is on the house calendar. Delegate Gifford's bill accepting and rati-

fying an agreement made by the Sisseton and Wahpeton bands of Sioux Indians, and main wangle of black of way for the Chicago, Milwaukee & St. Paul road through the Lake Traverse reservation in Dakota, is on the house calendar with a favorable report. The bill of Mr. Anderson of Iowa, author-izing the construction of a railroad, wagon

and foot passenger bridge at or near Musca tine, has been favorably reported and is on the house calendar.

There are a large number of private bills for the people of both Nebraska and Iowa granting pensions and settling claims, on the calendars of the two houses, and quite a large number that have not been acted upon.

SENATOR GORMAN IN THE FIELD. To-day's Washington Herald (democratic) announces that Senator Gorman of Maryland, is manipulating politics with a view to running himself into the convention at St. unning himself into the convention at St. ouis with favorable odds in the event anything should develop which will make the re-nomination of President Cleveland inadvisa-ble. It regards the fact that Senator Gorman was chairman of the national democratic executive committee and was the brains of the campaign which elected the president in 1884; that he has been and is Mr. Cleveland's intimate friend and confiden-tial adviser; that the president would rather see him in power at the white house than any other man in the event, that the present ad ministration cannot be continued," that the ministration 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 who the democratic heclers are as Senator Gorman; that he will have them at St. Louis, ostensibly for Cleveland,

"To all put together," was the emphatic answer. "I have invested more than in all other stocks put together of former investments and have a natural interest in eeping up the stock I have." Gould was plainly moved about the Mr

reports affecting George, for he returned to the subject after dilating upon the prosperous condition of the Missouri Pacific. saving "There's nothing in these reports. I never instructed my son how to act, and he has not been touching the market. I am out of the street, so is he. I can say the accusations against him are cruel.

"It is said, Mr. Gould, that the directors have decided to declare 116 per cent dividend payable April 15. Is that true!" asked the reporter

I understand," replied Gould, "that this is the sentiment of the majority of the direc ors, and I have little doubt that will be the action taken.

In reply to the question as to what is the motive underlying the attack upon the Gould-Sage trust, Gould said: "The motives behind this assault are a newspaper cable company and a woman. That's all I have to say at present as to the cause of the investigation and suit.'

EIGHT DECEIVED WIVES. **Hudson Chaplin Arraigned For His**

Much Marrying. FINDLAY, O., March 25 .- Hudson Chaplin was arraigned on the charge of bigamy yes-

erday and pleaded guilty. A special grand jury will be impanelled to find a bill against him so that his case can be disposed of at this term of court. The following is a list of the women who, under various aliases, Chaplin is charged with marry-ing: Miss Cora Carson, Greenville, Ind.; Miss Nellie Webster, living in a small village in southern Illinois, Miss Clara Jones, Fresno, Cal; Miss Carrie E. Blank,

Osage, 111.; Mrs. Snell, Bowling Green, Ky. Miss Flora Freyeberger, Bowling Green, O in addition he married a wealthy woman of in Batching, O., and a planter's widow living in Baton Rouge, La. From most of these women he obtained sums of money ranging from \$105 to \$3,000. FREE SPEECH STOPPED.

O'Brien Addresses an Irish Meeting

and Raises a Rumpus. DUBLIN, March 25 .- William O'Brien addressed the Ponsonby tenants at Yaughal early this morning and afterward attempted

to hold a meeting which had been proclaimed by the government. He mounted a car with the intention of addressing the people, but was seized by a policeman and dragged to the ground. The police then charged upon the crowd and a serious melee ensued, in which a number on both sides were wounded. It is alleged that several of the police were stabled. Magistrate Plunkett was thrown lown and beaten, and received a cut on the head. O'Brien escaped to a priest's house and subsequently harrangued 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 .- Jocob 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 as a base and slanderous falsehood and affirm that the manufacture of lard and packing of meats is conducted in the most scrupulous and cleanly manner by all Kunsas City packers, and that the methods and practices testified to by Bartle are absolutely practices testined to by Bartie are absolutely impossible. They will bring suit against him for \$60,000 damages based upon the possibil-ity 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.

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 known to engineers that of a "hostler." The imposition labor upon him saves the company the expense of employing a man at this work. On the main lines the engineers' work is done when his train is taken in to its point of destination, and the work of the hostler is done in the round-house by an extra man employed for that purpose. It will therefore be seen by the public that the men who are supposed to have easy runs under the

present system are compelled to do extra work in addition to those easy runs, and are so worked to save the company the wages of a hostler. While it is correctly stated that we ask our

pay to be based upon the number of miles run, it must also be understood that we care very little about the terms used by the road They can continue to pay by the trip in place of paying by the mile, if they prefer that system, providing, however, that they pay as as much as other roads pay for trips of the same length. The fact is that it is as broad as it is long how the wages are computed, whether by mile or by trip. If the desire is to pay men honestly and fairly, without throwing any dust in their eyes, or in the eves of the public, at the same rates as other roads, it will be seen that it is imma-terial whether the compensation is termed by the trip or by the mile. To illustrate: If by the trip or by the mile. To infustrate: If a sman runs 100 miles on a passenger train we say he should be paid \$3.50 This rate is paid by the Rock Island road, the Santa Fe road, the Waback ametam and other mode the Rock Wabash system, and other roads too numerous to mention. The "Q" road, not

desiring to pay upon the basis which would enable a fair comparison of its wages to be made with those of other companies, abandons the mile scheme and simply says: "We will pay you \$3 for the trip," which means, in other words, 3 cents per mile for what other roads pay 31/2 cents for. We think this protense is too transparent to need very much discussion. Second. It is true that we demand a large

average increase in existing rates of pay. But the public must not be misled into the supposition that we are demanding a large increase from the "Q" over what is paid by its rivals. If the "Q" gives to us the large increase which we demand, it will only then place us on a footing with the employes of ther roads, and it will only then be called upon to pay precisely what its neighb ors and

rivals pay and have paid for years. If it is a fact that it will require a large average crease of our wages to be made before are placed on an equality with the employes are placed on an equality with the employes ef other roads—and we conclude that it is a fact—this only proves that for many years the "Q" has had the advantage of shaving from its employes a large portion of the wages which it should have paid them. Although in justice we ought to ask it to make restitution for the past we do not do so. We only ask it to deal fairly with us in the future. future

In answer to the third point made by the road, viz.: That we ask the abolition of any classification based upon length of service, age or experience, we have to say that that statement is also misleading. Our position is this: If an engineer be competent to take charge of the best train on the "Q" road then he ought to get the best pay, and it is immaterial whether he is thirty or ninety years old. When the "Q" road places a man in charge of one of its great express trains.

and intrusts to him the precious lives of its patrons, by that act it certifies that he is a first-class engineer, and he ought to receive pay on the road's own certificate. Our position is: That a man who does the

our position is: That a man who does the work of a first-class engineer ought to re-ceive the pay of a first-class engineer. The "Q's" position is this: It places a man in a position which requires at his hands the skill and ability of a first-class engineer. The first year he is in that position it pays him much less than a first-class engineer. him much less than a first class engineer's wages. The second year it slightly advances his wages, but still keeps them less than the first-class engineer. The third year he is paid their highest wages for an engineer. The result is it is constantly gaining, from the men who are only serving in their first and second year, a large discount of wages.

It also gains all the percentages in this trans-action, because a number of men who work the first or second year do not stay in the company's employ long enough to be entitled to the first-class wages that are given to the

ne month), for which he receives \$5 Fireman, \$55 per month. The engineers on the fast mail, Chicago

Burlington & Quincy, 125 miles per day, re-ceive \$97.50 for twenty-six days' time. The engineers on the Chicago & Northwestern.

The runs on the Chicago & Northwestern, for the same services, receive \$120. The runs on the main line of the Chicago, Burlington & Quincy, 125 miles per day, thirty-five days per month, amount received \$131. On the Trunk lines out of Chicago for the same service the engineers receive \$161.

The engineers on the Buda & Vermont branch of the "Q" line, 188 3-10 miles per day, twenty-six days constituting one month, receive for the same \$125.50. The Chicago

& Northwestern pays for like service \$181. We desire further to state that no first class engineer on the Chicago & Northwestern receives less than \$96.20 for twenty-six days' work, if ready for duty. The Rock Island road pays its engineers on

all its passenger trains \$3.60 and its fremen \$2.15 for the 100-mile run from Galesburg to Quincy. The Quincy road only pays \$3.50 for this

same run to the engineers on a few of its heaviest trains—like the Kansas City one— and on all other trains it pays only \$3.37½. It only pays its firemen \$3 when with the enit only pays its hremen \$2 when with the en-gineer who is paid \$3.50, and \$1.90 when with the engineer who receives \$3.372. The Rock Island pays \$4.15 for a run of 100 miles to its freight engineers, and does

100 miles to its freight engineers, and does not require them to act as hostlers for their engines

The Quincy road pays its freight engineer on the 101-mile run from Galva to New Boston, \$3.75. This run is on a branch road and the engineer is compelled to do hostler's duty for his engine at both ends of his run.

Let us compare two short runs: The first is on the Chicago, Milwaukee & St. Paul road. The round trip between Chicago and Elgin is seventy-four miles, for which the engineer is paid \$3.70. The engineer has full control of his time every second day and has not to act as hostler for his engine. The second is on the "Q" road. The round trip between Chicago and Aurora is seventy-seven miles. The engineer is paid \$3.35. He has to "hostle" his engine, and his entire time belongs to the road. Some days he has to be under the orders for eighteen hours per day

Complaint is made in the road's circular because we asked that "Galesburg division engineers and firemen be not required to run east of Aurora." The idea sought to be con-veyed by the company is that this request is unreasonable and calculated to impose greater expense on the road. The fact is that compliance with this request will not impose one cent of extra expense on the road. No objection has been offered to running the engines through from Galesburg to Chicago. The change of crews-engineers and firemen -at Aurora will not increase the company's outlay. There are about 300 of the engineers and liremen who live in Aurora. Many of these men own their homes; some of these homes, however, are not entirely paid for. If they are compelled to run from Galesburg to Chicago and return, they would have to sacrifice their property and remove either to Galesburg or to Chicago. They ask that the crews be made to run on the one end of the route only, from Chicago to Aurora and re-turn, and on the other end only from Galesburg to Aurora ond return. If we were paid the mile system, the change of crews ald not cost the foad one cent.

It is also complained that we ask that some arrangement be made in relation to passing brotherhood men on the "Q" trains. We make no demand in this regard. Our pur-pose in making this request was to get some uniform rule put in force on this road the same as provails on other roads. We have no right to demand this. We did not demand Our desire was, while we were negotiating to get this question now unsettled so determined that the conductors would hereafter know precisely what to do, and thus be able to avoid conflicts. The company can decide this as it pleases. It does not stand in the road of a settlement. S. E. Hogg,

Chairman Committee.

The Council of Women

WASHINGTON, March 25 .- The interna-tional council of women opened this afternoon with religious services at Albaugh's grand opera house. The attendance was large.

uniformly in favor of the railroads and he has also antagonized the Farmers' alliance which is highly incensed at his action on the naximum tariff and the 2 cent fare bill. maximum tariff and the 2 cent far on Hon. Jesse Kennedy, president of the state alliance, is also a candidate, and has a pow erful backing both among the farmers and members of the legislature, and it would no be a surprise if he received the appointment be a surprise if he received the appointment The corporations have raiged the cry, any body but Kennedy, and this fact will have some weight with the governor in determin ing the choice and may lead to his appoint ment. Dr. Kennedy is one of the best posted the state and has served a tern farmers in in the legislature very acceptably to the people of his county

As president of the alliance he has given the railroad problem a close study, and there are few if any farmers in the state, better qualified to grapple with this difficult and perplexing question.

RAILROAD ASSESSMENT.

The executive council have about completed the assessment of railroad property. The total foots up to about \$43,000,000, which is an increase of \$5,000,000 over the assessmen

last year. This assessment is ridiculousl low, only about one-eighth of the amount the railroads claim to be worth, and the people of the state are not satisfied with the presen method by which they are listed for taxation but prefer it to the old township assesso

A new system, by which this duty will de volve upon the board of supervisors, or of a state board composed of one from each con gressional district, is being devised by some of the strongest anti-monopoly senators, in cluding Senator Taylor, of Davis, and the plan will likely be adopted in the near future SOME QUEER BILLS.

The few greenback members of the legisla ture in their endeavors to force some issue of ture in their endeavors to force some issue of all-absorbing interest to the front in order to attract attention and make a record have introduced some queer bills. Burgess, of Wapello, is prolific in these kinds of meas-ures. A few days ago the house was com-pelled to spend nearly a whole day consider-ing one of his bills requiring all employers to pay their hired hands twice each month in cash. The bill was finally amended to apply cash. The bill was finally amended to apply cash. The bill was infaily amended to apply only to coal miners and passed. The mem bers thought this would remove the evils o the "truck store" system as practiced in many mines at present, where the miners are paid principally in store orders, thus vir tually compelling them to patronize the com-pany's store. Another bill introduced by Mr. Burgess requires the assessor to stamp all notes when listed for taxation and any note not so stamped if collected by law should forfeit ten per cent of its face value. There is merit in this bill, but the prejudice against the author will probably defeat the

measure. THE APPROPRIATIONS.

There is a vigorous howl going up from all the state institutions over the radical reduc-tion of the appropriations for their support. as contemplated by the house committee The extravagant and reckless expenditure permitted and encouraged by former legis latures involved the state in debt to the exex tent of nearly \$1,000,000, and the present as sembly is making heroic efforts to continue the good work initiated by the last legisla ture in keeping down the expenses to the owest possible limit until the debt is liqui

others who favor the maximum tariff and the -cent fare bills lost a golden opportunity by not coming down in force and insisting up the adoption of resolutions endorsing the governor and favoring the proposed legisla-tion. For some reason the farmers did not think it good policy to bring the matter up as President Kennedy, of the state all ance, sat in the convention as a delegate, and Hon. Silas Wilson, of Atlantic chairman of the railroad committee of the house, and one of the most pronounce anti-monopoly members of the legislature was a member of the committee on resolutions, and they made no effort to. The corporations were well represented

ceived over one hundred votes in spite of the

Methodist conferences of this state had an important meeting here the past week. The surpassed by that of any city in the state. general purpose of their convention was to But it is not owing to beauty of location consider the various interests of the church, alone that it gets its good reputation, but its and one special object was to take steps for a central state university. There are now four Methodist colleges in the state. None of them neasure up to the standard of an eastern coltaken together, make for Superior its reputa-tion. It is located at the junction of the B. & M. and Missouri Pacific railroads. The lege, and some of them are pretty weak. It has long been the dream of the more progressive and far-sighted Methodists of Iowa to unite their educational forces into one strong school located at the capital. Such a granted permits for the erection of two large brick buildings. J. S. Johnson & Bro. are university, if it were the only one under Methodist patronage in the state, could be made a school of great and commanding in fluence. There are over \$0,000 Methodists in Iowa, and as the leading denomination they are entitled to have a first-class college, but they haven't one yet. It would be a undertaking to have these four small co grea

Methodist Presiding Elders.

Look Out For Votes.

Des Moines, Ia., March 25.-[Special to

the BEE.]-Both houses of the legislature

having passed a bill making the office of rail-

way commissioner elective, there is not so

much interest taken in the appointment of

Mr. Coffin's successor. The term of Commis-

sioner Coffin expires the 31st inst., and if re-

appointed he will only serve for about nine

months unless he should be lucky enough to

be elected next fall. The bill provides that

three commissioners shall be elected this

coming November to serve for terms of one, two and three years each. This takes the

appointing power entirely out of the gover-nor's hands, and makes the office a political

Bodge; Hon. James Wilson, of Tama county Senator Payneer, of the same county, and

Spirit Lake's Specters.

DES MOINES, Ia., March 25 .- [Special to

the BEE.]-A very meritorious object is em-

braced in a bill that has been left with the

appropriations committees of the general as-

sembly, but is not likely to receive their

favor. It provides for an appropriation of

\$1,000 for gathering together the bones of the

Spirit Lake massacre victims and erecting a

modest yet suitable monument over them.

This bloody massacre took place in the spring

of 1857. A band of Sioux Indians came down

going on.

unite for one large university, but it would be a good thing for education and the educaional interests of this church if it were done

> of the BEE.] -- Never in the history of Creta has spring opened more auspiciously than the present. Everything seems to have taken on a brighter appearance. Dozens of drummers are here from Omaha, Chicago, St. Joseph and the large cities in the east, and our business men are beginning to appreciate the advantages and inducements offered by the large wholesale houses in those magnificent cities. Many strangers are in town looking for locations on which to build town looking for locations on which to build business and residence houses, and are putting up with such accommodations as can be found. The people here feel that this will be the most prosperous year ever known, an that before many years Crete will take the place to which she is entitled-the second city in Nebraska.

A beautiful two-story Queen Anne style cottage is being erected in the south part of town by Mr. C. S. Beers, to cost \$2,000. Is

will be finished about May 15. Mr. Doede Smith has purchased from Josseph Kopetky the lot on Main street upon which Roberts is now carrying on the farm implement business. Mr. Smith will commence the crection of a two-story and sub-cellar brick block so soon as the weather permits. The building will be finished by the latter part of July. The cost will be \$5,800.

Politics at Beatrice.

BEATHICE, Neb., March 25.-[Special to the BEE.]-At the citizens' caucus held at the opera house last night John Ellis, president of the People's bank, was nominated for mayor of this city. W. A. Wagner was nominated for city clerk and J. S. Grable for treasurer. The last two are present incumbents. The opposition ticket is headed with Harry Phillips for mayor, W. O. Gibbs, olerk, and J. M. Kellogg for treasurer. Phillips is colonel of the state militia, deputy oil inspector and townsite and general utility man for the Burlington railroad. He would probably spend some time at home, though if elected. Councilmen and members of the school board have not yet been nominated.

The Fire Record.

PEOHIA, Ill., March 25 .- The Rouse busis ness block burned late last night. All the stores and offices were destroyed. Loss, \$50,000

The Peoria public library building was damaged by fire to day \$5,000, and all the oc-cupants suffered considerable loss by water. The 15,000 books in the library were drenched with water, so the library sustained a heavy loss.

An Election in France.

PARIS, March 25 .- In the election at Marseilles to-day for a member of the chamber of deputies, Pyatt, irreconcilable, received 40,204 votes; Herve, conservative, 28,038; Fouquier, opportunist, 19,440, and General Boulanger 995. In the election at Laon General Boulanger received 45,089; Dourner radical, 26,808, and Jacquemart, conservative, 24,670. Another ballot is necessary.

The Death Record. BEBLIN, March 25.-Emperor Frederick at

TERME HAUTE, Ind., March 25 .- The wife of ex-Secretary of the Navy Thompson die to-day aged seventy-seven,

dated. THE STATE CONVENTION.

The recent republican state convention was extremely well attended and its proceed ings very harmenious. The farmers and

Liverpool; La Bretange, from Havre; the and their henchman openly declared that Goveanor Larrabee should not go to Chicago as a delegate to the national convention if they could prevent it. Had Governor Lar-rabee been a candidate they would not have been able to defeat him. As it was he re-Rotterdam, from Rotterdam. ended service in the chapel at Charlotten burg to day. He is in good spirits and continues to improve.

The Hawkeye Militia DES MOINES, Ia., March 25.- Special to the BEE.]-Iowa's Natianal Guard is getting to have a good reputation both at home and abroad, so good in fact that its best companies are greatly sought for to lend interest to prize drills abroad. Efforts are now being made to have a brigade of Iowa troops attend

the inter-state prize drill at Nashville, Tenn., in May. Several Iowa companies have ar-ranged to go, including the Tipton company, the Cedarville company and the famous Muscatine Rifles. This latter company is he one that took part in the international drill at Washington last spring, and made such a fine record for soldierly bearing and efficiency. An effort will be made to have Governor's Guards of this city attend, and s it is a crack company, it would make a fine showing. The commandant of the camp who will have charge of the drill, will be General H. H. Wright, of Cedarville, who

ommands the First Brigade, Iowa National

Echoes of the Convention.

DES MOINES, Ia., March 24 .- |Special to the BEE.]-The echoes of the great state convention last week are beginning to roll back. The endorsement of Senator Allison then received was so strong, so hearty and so unanimous that it cannot fail to make a marked impression in other states. The friends of Senator Allison are getting organized for the fight, and getting their forces in order. A project is now on foot to raise an Allison brigade uniformed men, who shall go to Chicago, and turn themselves loose on the convention they would expect to make a dashing impres

sion, and secure votes for Iowa's candidate

in about three weeks.

ing period last year.

Guards.

The Foolishness of Prohibition.

DES MOINES, Ia., March 25.-[Special Tele gram to the BEE.]-The prohibition constables who have been accused of bribery and other forms of official corruption, are quite worried at the charges. They reply by counter charges against the county attorney their accusor. They deny that they have been doing anything crooked, as charged and say that he is the corrupt man, and the

are innocent. Their trial will take place a the next term of the district court, probably

Boston, March 25 .- The table compiled

from specials to the Post from the managers

of the leading clearing houses in the United

States shows the gross exchanges for the week ended March 24 were \$908,050,752, an increase of 59 per cent over the correspond-

Steamship Arrivals.

Frederick Goes to Church

NEW YORK, March 25 .--] Special Telegram

to the BEE.]-Arrived-The Ohio, from

The Clearance Record.