

DEAD IN HER LOVER'S ROOM

Tragic Result of a Young Iowa Girl's Infatuation.

HER BORROW ENDED BY SUICIDE.

Assessments of Iowa Railroads—Fowler Brothers Ready for Business at Sioux City—Commissioner Coffin's Successor.

Wearry of Life. MARSHALLTOWN, Ia., March 28.—(Special Telegram to the Bee.)—Jessie Detrick, a girl of eighteen, suicided to-day by shooting herself through the head in the room of a young man, Bert Emry, with whom she had become infatuated.

He Left Numerous Creditors. MASON CITY, Ia., March 28.—(Special Telegram to the Bee.)—A Evans, a colored barber, left last night for parts unknown. He is wanted here by numerous creditors.

Fowler Brothers at Sioux City. ST. LOUIS, Mo., March 28.—(Special Telegram to the Bee.)—The last brick was laid to-day on the great packing establishment of Fowler Brothers. The establishment has capacity for slaughtering 5,000 hogs and 1,000 cattle a day.

Banqueting Capitalists. DES MOINES, Ia., March 28.—The Des Moines club, a social organization of representative young men, tendered a reception this evening to 100 prominent capitalists of St. Paul, Minneapolis and Kansas City who are in the city as guests of the Commercial Exchange. The guests spent the evening week here and considering the advantages of Des Moines for investment.

Appointed Railroad Commissioner. DES MOINES, Ia., March 28.—(Special Telegram to the Bee.)—The governor to-day appointed Frank Campbell, of Newton, railroad commissioner to succeed L. S. Coffin, whose term expires March 31. Mr. Campbell has been lieutenant governor of the state for two terms, and was for several years a member of the state senate. He ran for congress against James B. Weaver in the Sixth district in 1874, and contested Weaver's election, but was beaten by a strict party vote in the house. When in 1876 he was elected by Mr. Campbell he was the author of the celebrated granger law, which was then enacted and remained till repealed in 1878. He is regarded as a very strong and radical on railroad matters, quite up to Governor Larrabee's standard.

Des Moines Railroad Assessment. DES MOINES, Ia., March 28.—(Special Telegram to the Bee.)—The executive council to-day finished the assessment of railroad property for the purpose of taxation. The leading roads doing business in Iowa are assessed as follows: Chicago, Burlington & Quincy, main line, 323 miles, at \$14,500 per mile; Chicago & Northwestern, main line 355 miles, at \$10,000 per mile; Chicago, Milwaukee & St. Paul, 340 miles, main line, at \$6,000; the Burlington, Cedar Rapids & Northern, 229 miles, at \$6,000; the Wabash Western, main line in Iowa, 113 miles, at \$3,000; the Minnesota & Northwestern, 236 miles, at \$5,500; the Illinois Central, Dubuque to Sioux City, 142 miles, at \$5,500; the Union Pacific about four miles, at \$15,000 per mile. The total assessed value of the railroads is \$1,400,000, an increase of about \$400,000 over last year. This, however, includes the assessment on 355 miles of new road amounting to \$1,405,985, leaving the net increase about \$100,000 and including the sleeping car company.

Of the new roads built during the year the Chicago & Des Moines road is the largest mileage, or 137 miles, at \$3,000 per mile. The Santa Fe, for the first time, has a track in Iowa, having twenty miles of new road assessed at \$300,000.

Notwithstanding the injunction from Judge Brewer, of the United States court, the council certified their assessments of the Pullman company's property to the county assessors amounting to \$12,000. This was due to the fact that they had already made their assessment of the Pullman property, and the injunction was served, nothing being left to do but to certify the amounts to the county boards of supervisors.

SOUTH OMAHA POLITICS.

The Citizens' Party Hold Their Last Public Meeting Last Night.

It was a meeting of the citizens of South Omaha last night, and about 200 of the "citts" met in Hunt's hall to tell what they either knew or thought about the coming election. They came in response to a hand-bill that called upon all those who were in favor of "good government, progressive and economical improvement, irrespective of religious nationality or former political affiliations." In fact it was a "John Ennis for mayor" meeting.

Thomas Norman took the chair and M. J. Downs slung ink as secretary. The first man to the front was the irrepressible Councilman Hascall, who came down to tell what he knew and thought about the coming election. He was followed by a number of speakers, who spoke at some length on the necessity of improvements in South Omaha, of the insincerity shown by Candidate Sloan, who was a prohibitionist in the campaign, and of the property in the town of which he wished to become chief magistrate. He was followed by Elector Hill from Albright, who spoke feelingly about the insincerity of a stranger visiting South Omaha for the first time would have when he encountered the mud holes that have now rendered the famous Tom Barrett's office of what a city like South Omaha needed at the present stage of its existence, and gave some good pointers as to what was required, irrespective of religious nationality or former political affiliations. In fact it was a "John Ennis for mayor" meeting.

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STATE POLITICS BUBBLING.

Primaries Held in Lincoln and Other Leading Towns.

AFTER A CLEAN GOVERNMENT

Nebraska City Voters Ignoring Party Lines—Successful Test of Loup City's New Creamery—Beatrice Will Build Sewers.

Lincoln Republican Primaries. LINCOLN, Neb., March 28.—(Special Telegram to the Bee.)—The republican primaries held in the different wards in the city to-day were uneventful except in the Fifth and Sixth wards, where a lively contest was waged over aldermanic candidates, Louis Meyer securing the delegation in the Fifth ward and H. M. Rice, the delegation, in the Sixth.

In the First ward a compromise ticket was elected that will test its strength between Alexander Haller and H. B. Yale for councilman with it opposing the republican ticket. In the Second ward a delegation favorable to John Fross was elected and the Third ward selected a delegation for H. H. Dean for councilman with it opposing the republican ticket. For a three-year term, J. A. Macphurk and Dr. Glasgow, for two years, A. S. Pease and John Sauter, for one year, F. S. Pease and W. J. At this election the candidates for the meeting and placed on file, after which Hascall gave a party address, in which he gave some advice of how they should act on election day. Cheers were given for the ticket, thanks were given to the speakers, and the meeting passed out leaving a number of voters mentioned making frantic efforts to address the chair the chairman had just vacated.

NINETY MILES AN HOUR.

Minneapolis Journal: There is now going on at the Burlington, Cedar Rapids & Northern a test of the most advanced mechanical contrivance adapted to the railroad locomotive which, if successful, bids fair in its results to revolutionize some of the most important matters in railway operation. This contrivance is known as the Grime, and is the invention of John Grime, a well known mechanic and once a manufacturer of this city. It is designed to take the place of the ordinary valve gear or "link motion," and because of its importance in the railway industry, it has attracted the attention of the public, and it is believed that it will be widely used.

Up to this time the link motion has proved to be the best device for use on locomotives on account of its simplicity. Locomotive builders are not without chances have known for a long time that the link was not the most economical valve motion nor one giving the full power of the steam, but at the same time it was the only one which would answer its purpose. A locomotive is subjected to hard service, exposed to dust, dirt, rain and snow and a valve motion, to stand the test, must be simple, not liable to derangement, durable, and easy to adjust and operate. Numbers attempts have been made by inventors to meet these requirements, but so far, while immense strides have been made in improving on the valve motion, the same valve motion, which George Stephenson, the inventor of the locomotive, applied to his engines, with but few modifications, remains in use on locomotives.

The link valve gear was tried over two years ago on the Minneapolis & St. Louis at this place, but from lack of funds at that time a full test was not made. Since then the inventor has been working to overcome the vortical movement of the link, which causes the wheels, and finally has succeeded in reaching what he has long sought.

The mechanism is extremely simple consisting of but one eccentric on each side of the engine. The upper end of the eccentric is fastened to a block which slides in a guide attached to the reverse side of the locomotive. At a point midway on the strap, between the eccentric and the sliding block, one end of a wire is fastened to the other end of the rocker arm. This gives to the rod a combination of the eccentric and slide block movements, which cause a quick port opening. The gear is carried on a shaft which is held in position by two pedestals riding on it, held in position by means of two radius bars. These radius bars serve a two-fold purpose inasmuch as they overcome the vertical motion of the frame on the axle and the horizontal motion of the frame, nor thrown out by low joints or the roughness of the road.

The B., C. & N., engine, on which the test is making, has been in service hauling heavy trains since December, 1887, and has traveled over 100,000 miles, carrying from five to eight loaded freight cars and greater speed and fuel economy than any engine of the class on the road. By actual trial it has taken 100 tons of freight, and in the length of the train has developed a speed of thirty miles an hour on the speed sheet in the way of the train. The driving wheels on the engine are only fifty feet apart, and the distance between the train it has also run five miles in six minutes and the engine was not worked to the utmost capacity owing to the bad state of the rails and road bed.

With a driving wheel five feet six inches apart, the engine is now equipped with this valve motion has an estimate power equal to fully the limited express vestibule train on the Pennsylvania railway, at a speed of ninety miles an hour, with ease. In fact, the engine is now working with a heavier train at greater speed than any other engine of its class, has shown a decrease in the quantity of fuel consumed, equal to 25 per cent.

The test is being watched by railroad men with much interest. The engine is expected to arrive in Minneapolis about the 15th of next month, and will be put on a test run to make a comparison before the managers of northern roads.

In the politics here monthly for March, 1888, Prof. Richmond M. Smith shows the performance of this engine during the late blizzard. While other engines had their hinks frozen up, making it almost impossible to handle them, the valve motion on this one was established, and President Francis A. Walker (of the Massachusetts Technological Institute) examines the basis of taxation. Prof. J. W. Burgess reviews and criticizes Prof. Laband's great work on the public law of the United States. Other book reviews are contributed by Prof. J. B. Clark, of Smith college; Prof. G. H. Newcomb, of the New York City college; H. L. Osgood, of W. J. Giddings and the editors.

Waiting for Request Papers. GRANT, Neb., March 28.—(Special Telegram to the Bee.)—Deputy Sheriff Chadwick, of Holyoke, Colo., arrived this morning to take charge of Dave McNeil, who was arrested last night by Marshall Harney on telegraphic information. McNeil is wanted in Holyoke for assaulting a man with a knife and cutting him frightfully about the head. He had a preliminary hearing to-day before Judge Hastings and was ordered to give papers of requisition could be procured.

Sewers to Be Built. BEATRICE, Neb., March 28.—(Special Telegram to the Bee.)—The city council to-day completed a contract with Mr. Duffield for putting in sewerage. He will commence Monday excavating for the main sewers and will employ 100 men to commence work.

A New Enterprise. BEATRICE, Neb., March 28.—(Special Telegram to the Bee.)—Arrangements have just been made for the immediate opening of a factory in Beatrice, utilizing a water and manufacture twine. The building will be located on the river just south of town. This enterprise will give employment to twenty men as soon as rising.

Mr. Jansen Did Not Bow. JANSSEN, Neb., March 28.—To the editor of the Bee: In the issue of your valuable paper of the 15th your reporter, in giving the description of the banquet of the republican club held the evening before, says that when called upon to respond to the toast "Why we left the country of our birth for the country of our hope," I simply arose and bowed to the house.

Please permit me, in justice to myself and

SPooner's TELEGRAPH BILL.

Norvin Green, of the Western Union Addressed the Senate Committee.

OBJECTIONS TO THE MEASURE.

Popular Errors as to the Cost of Maintaining Telegraph Lines—Colonel Ingersoll Before the Committee.

The Western Union No Monopoly. WASHINGTON, March 28.—Dr. Norvin Green, president of the Western Union telegraph company, addressed the senate committee on inter-state commerce this morning on the Spooner inter-state telegraph bill. His company was not averse to such enactments as proposed, with certain objections and features struck out. While in point of fact it has no exclusive franchises, no legal privileges that anybody else cannot get. By the combination of telegraphs, rates have been cheapened and the business greatly improved. The Western Union company hoped to be able by a thorough investigation to disclose the public mind of many great errors that have been actively propagated, as to a number of things connected with the telegraph. There were gross popular errors as to the cost of maintaining the property. He believed the Western Union company could not be duplicated for its cost.

Senator Cullom—Do you mean to say your property cost \$20,000,000? Dr. Green—I mean to say it could not be reproduced for that sum. Another popular error was the belief that this great property was controlled by one man. Green took up an arbitrary section of the bill relative to handling of messages according to the time of their receipt. The section should be qualified by the addition of the words "as far as possible." As to the long and short line clauses no higher tariff was charged between points on lines from New York to Omaha than between terminals. If the second section of the bill gave the inter-state commerce commission power to say what charges were unreasonable, it would amount to a confiscation of the company's lines. He would substitute the word "excitatory" for "unreasonable." The long and short line clause should also be modified by the insertion of the qualifying words, "under like circumstances." In section 5, the bill provided that all parties, excepting a news service, should be charged like rates.

The Western Union wanted a provision for exceptions like that in the railroad bill to cover the railroad contracts. The company would like to have an amendment adopted setting the question of liability of the company as to the production of telegrams under a search warrant and committee. He would like to see a provision in the bill limiting damages to be paid for delay in the transmission of messages to say 500 times the amount of the message. The company would like to have an amendment adopted setting the question of liability of the company as to the production of telegrams under a search warrant and committee. He would like to see a provision in the bill limiting damages to be paid for delay in the transmission of messages to say 500 times the amount of the message. The company would like to have an amendment adopted setting the question of liability of the company as to the production of telegrams under a search warrant and committee. He would like to see a provision in the bill limiting damages to be paid for delay in the transmission of messages to say 500 times the amount of the message.

Colonel Ingersoll, representing the Postal and United States, said to the committee that these lines are now substantially under management. They meet the Northern Pacific railroad at St. Paul, the Burlington at Omaha, and the Santa Fe at Kansas City. At these points the lines are represented by general agents, and the lines are operated by the Western Union. Consequently the contention was whether the lines of the company he represented should have control over the Pacific roads, or whether they must pay tribute to the Western Union. He said that the lines he had named. There was still another question, whether his companies could even be allowed to put their own lines along these roads. The terms of a message from New York to San Francisco was \$1. It was also \$1 from Omaha to San Francisco. All lines connected would be \$1 to send the message to Omaha and then pay it until it was transmitted to San Francisco. Having by this arrangement been driven out of the Pacific coast, the Union Pacific made connection, via the Canadian Pacific, with the Pacific coast, and had built from British Columbia down to San Francisco. He said that the lines he represented had no right to make a contract by which the Western Union had a monopoly of telegraphic facilities, and no right to refuse to transmit messages handed them by competing lines. There would always be two great telegraph companies in this country. The one would be the Postal and United States telegraph owned by one company and that company owned by one man.

General Ingersoll, after the statement he had made, said that the Western Union could still say the Western Union was owned by one man. Mr. Ingersoll replied, "that you have stated that one man only owns so much, but I know something about that one man. I know that he is not a corporation, and never will be in a corporation, five minutes that he does not control it. The Western Union was a corporation of 100,000 men, and he wishes anyone to live if it could help him. When the Western Union was in doubt as to the absolute health of a competitor, it sat down to work and tried to find out if it did not make a reasonable time it proceeded to do what it could to hasten its demise. The Postal and United States is a promising company, and is not a corporation, and never will be in a corporation, five minutes that he does not control it. The Western Union was a corporation of 100,000 men, and he wishes anyone to live if it could help him. 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