

WILL CLEVELAND DECLINE?

A Letter to That Effect Said to Be Already Written.

WHOLE TONS OF TARIFF TALK.

What the Country Will Be Expected to Endure—Observation of Eastern Monday at Washington—A Peculiarly Sad Death.

What Did Adams Aim At?

WASHINGTON BUREAU OF THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., APRIL 2.

There was a great deal of talk at the capitol to-day about the probability of President Cleveland declining the use of his name before the St. Louis convention for renomination. The talk grew out of a little incident the other day before the house committee on printing, which is investigating the management of the government printing office. Mr. Cummings, who until he entered congress, was an editorial writer on the New York Sun, and is therefore supposed to be in power, asked a witness whether there had been any confidential matter from the white house printed at the office recently, and the witness replied affirmatively. Then Mr. Cummings wanted to know if any letter had been printed from the president declining a renomination. The witness replied that it was not possible to say.

From this question a great deal of talk has grown. There were many democratic members who put this with the president's significant observations in his letter of acceptance four years ago, and imagined that they could see a letter declining a renomination for the reasons which Mr. Cleveland gave when he accepted the first nomination. It was thought that the president had done nothing to warrant the belief that he is anxious for another term and that he can see the handwriting on the wall. There are fully one-third of the democrats in the senate and house who are secretly or openly opposed to Mr. Cleveland continuing in the presidential chair and they were glad to take hold of every straw that floated on the surface.

Representative Ford, of Michigan, another democrat, said that he was in favor of a declaration. They declared that the president had never held an office but one term and that he is aware that there is so much opposition to him in the doubtful states that he is nominating himself for a second term. Representative Taubee, of Kentucky, an administration democrat, said that he had no idea of declining a renomination. If he should do so, however, Mr. Taubee says that he would not be a renomination. He said that he would not be a renomination. He said that he would not be a renomination.

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agreed to it. It is a magnificent portrayal of the position upon which the farmer stands. It is a magnificent portrayal of the position upon which the farmer stands. It is a magnificent portrayal of the position upon which the farmer stands.

There have been 100 names already placed on the book of the speaker for tariff speeches. It is believed there will be 125, and possibly 150. The list of names is being delivered during the general debate on the bills, and hundreds of short speeches will be made. The amendments are being discussed. The first two weeks of the general debate will be pretty dry, then it will grow lively and interesting.

WASHINGTON, EASTER MONDAY. CELEBRATING EASTER MONDAY. The white house grounds to-day and made merry to the detriment of the flowers. The grounds were covered with a carpet of colors, sizes and ages, from the gray-haired youngster of sixty, who has made a practice of coming every year, to the tiny tot who has just been christened. Every dog, every knoll and hillock was possessed by some white-floored party, who rolled eggs of myriad colors to him. The children of the grounds flitted with their fellows' names, and the children of the grounds flitted with their fellows' names.

Some of the intimate friends of the late Chief Justice Waite say it is a shame to talk of his death. They say that the family are dry. Civil Service Commissioner Edgerton, who knew Judge Waite from boyhood, is indignant at the early talk about his death. He says that he would not be a renomination. He said that he would not be a renomination.

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LITTLE ROWS, BUT NO ROWS.

The Railroad Rumpus Breeding Boycotts and Bad Feeling.

DANGER SIGNALS IN SIGHT.

Engineers and Switchmen on All Roads in Kansas City Combine Against the "Q"—More Pinkertons for Omaha.

"Q" Cars Shunned at Kansas City. KANSAS CITY, Mo., April 2.—[Special Telegram to the Bee.]—At 10 o'clock yesterday morning, the Missouri Pacific, Chicago & Alton, Kansas City, Fort Scott & Gulf, Rock Island, Topeka & Santa Fe, Washburn & Western, Union Pacific, and other roads were notified by committees of the brotherhoods of engineers and firemen that after 12 o'clock to-day the switchmen, engineers and firemen in the different yards would refuse to handle "Q" cars. This action was the result of a general meeting of engineers, firemen and switchmen.

WASHINGTON, April 2.—[Special Telegram to the Bee.]—Major James W. Scully, quartermaster, is ordered to proceed from New Orleans to Greenwood, Miss., for temporary service. Captain Charles C. Morrison, ordnance department, is ordered to proceed from Governor's Island, N. Y., to the naval proving ground, Annapolis, and to the Washington navy yard, for temporary service.

Prof. Peter S. Michie, of the military academy, is ordered to this city for temporary service. Post Chaplain Minor C. Blaine is relieved from duty in the department of the Columbia and ordered to duty at the new post near Denver, Colo.

Captain George G. Lott, Eleventh Infantry, has been granted a furlough of extension of leave by direction of the secretary of war under the act approved June 3, 1884, and the act amendatory thereof approved February 1, 1887, and to comply with the provisions of the act approved June 3, 1884, and the act amendatory thereof approved February 1, 1887, and to comply with the provisions of the act approved June 3, 1884, and the act amendatory thereof approved February 1, 1887.

Major General S. H. Ripley, Chief of Ordnance, is ordered to proceed from Fort Leavenworth, Kansas, on Wednesday, April 4, for the examination for promotion of non-commissioned officers to the grade of second lieutenant.

Nebraska and Iowa Penitentiaries. WASHINGTON, April 2.—[Special Telegram to the Bee.]—The following penitentiaries in Nebraska were granted to-day: Original invalid—Gilford P. Richard, Eagle; Robert D. Anderson, De Witt; David R. Bradford, Hayes; James S. Dumas, De Witt; Chauncey W. Allen, Nebraska City; Mexican survivors—George Bishop, Broken Bow; Mexican widows—Julia Ann, widow of Edwin Shepard, Omaha; Franziska, widow of Jacob Schneider, Omaha.

Public Debt Statement. WASHINGTON, April 2.—The following is the public debt statement for the month of March: Interest on U. S. bonds, \$1,041,094,052; interest, \$1,138,025; \$1,042,232,077. Debt on which interest has ceased since maturity, \$2,860,511; total debt—principal, \$1,090,527,258; interest, \$1,137,182; \$1,091,664,440. Total cash in treasury, \$1,042,232,077. Total cash in treasury—\$1,042,232,077.

Senator Farwell's Funding Scheme. WASHINGTON, April 2.—Senator Farwell to-day offered an amendment to the bond bill, authorizing and directing the secretary of the treasury to issue and sell to national banking associations at par, coupon or registered fifty-year bonds, bearing 5 per cent interest, to be used for the purpose of circulating. Such bonds are exempted from state or municipal authority, and banks are authorized to take such bonds to the extent of 100 per cent of their capital.

Forfeiting Unearned Land Grants. WASHINGTON, April 2.—The public lands committee of the house has decided to report bills forfeiting about forty million acres of Northern and Southern Pacific railroad land grants and the Outagean grant.

Wants It in His Own Town. WASHINGTON, April 2.—Mr. Henderson, of Iowa, introduced a bill to-day for the removal of the office of inspector of lands and boilers from Galena, Ill., to Dubuque, Ia.

Prayer and Perjury. MARSHALL, Tex., April 2.—[Special Telegram to the Bee.]—A young man giving the name of John Dixon burglarized the house of Peter Ivy. He was caught in the act, with the silverware, clothing, jewelry, etc., in his possession. He had thoroughly ransacked the house while the people were at church. He is in jail.

The Fire Record. HARRISBURG, Ill., April 2.—Several stores on the west side of the public square were completely burned yesterday, entailing a loss of \$25,000, with very small insurance.

The Welch-Vilas Libel Suit. MINNEAPOLIS, April 2.—The jury in the famous Welch-Vilas libel suit disagreed after being out forty hours, the standing sever for conviction and fine for acquittal. Welch is liable at the result and predicts acquittal at the next trial.

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nearly on time, and manned mostly by their own crews. A number of old passenger engineers have decided not to join the strikers and will stick to their engines.

At the headquarters of the Michigan Central men and Superintendent Brown, held at noon, the men were told that they must handle the Burlington train sent into the yards. The men were told that they must make up their minds to do so by 7 to-morrow morning. They went to their engines and work was resumed, but the "Q" freight cars were not touched. The sentiment of the men was that they would not touch the objectionable freight, and they will hold a mass meeting to-night to discuss their course.

Up to 2 o'clock this afternoon no Burlington freight was handled on the belt line to-day although a number of Burlington cars have been transferred to the main tracks by the Burlington. The belt company's employees were reported to be maintaining a firm front and had not been asked to touch any of the "Q" freight cars. The men were told that they must make up their minds to do so by 7 to-morrow morning. They went to their engines and work was resumed, but the "Q" freight cars were not touched.

This afternoon an attempt was made to get a train of twenty freight cars from the "Q" road to the Chicago & Alton. As the train passed the headquarters of the Rock Island engineers of other roads refused to allow the train to go by. They stopped its progress by crossing and recrossing the tracks which had been closed at this point. These cars were kept up for two hours, and the "Q" train was finally taken back to the Western Division. After the train had been taken back to the Western Division, the "Q" train was brought to Sixteenth street, drawn by a "Q" engine. When the viaduct was reached a number of stones were hurled at the engine. The train was stopped by a shot from a man standing in the cab. The assaulting parties withdrew and the train proceeded on its way.

The Rock Island managers declined once more to risk a tie-up of their road by attempting to receive freight from their competitor, and they refused to take any of the "Q" cars. The Rock Island managers declined once more to risk a tie-up of their road by attempting to receive freight from their competitor, and they refused to take any of the "Q" cars.

An effort toward a compromise of the strike on the Chicago, Burlington & Quincy was made this evening by the brotherhoods of engineers and firemen. A card embodying the terms of the compromise was presented to the men's standpoint, but giving no new facts, was issued by them. It is addressed "To the Public," and signed by S. E. Huggitt on behalf of the engineers, and H. Murphy for the firemen. The card contains the following concluding paragraph, which involves a compromise on the part of the strikers: "We stand, as we have stood all the time, ready to accept of any fair and equitable arrangement, and we believe such a board can be chosen from the railroad employees of this company."

An offer is also made to submit the trouble to arbitration. The name of the arbitrator is given as Marvin Huggitt, president of the Chicago & Northwestern, is named as a man who would be an acceptable arbitrator. The name of the second arbitrator, who in common with Mr. Huggitt should choose the third arbitrator, is given as J. H. Huggitt, president of the Michigan Central road. The card contains the following concluding paragraph, which involves a compromise on the part of the strikers: "We stand, as we have stood all the time, ready to accept of any fair and equitable arrangement, and we believe such a board can be chosen from the railroad employees of this company."

General Superintendent Fagan, of the Fort Scott road, is known to have a decisive opinion in favor of a strike. He has announced that the Fort Scott road would not handle "Q" cars. He has announced that the Fort Scott road would not handle "Q" cars.

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WOOL GETS THE WEIGHT OF IT.

The House Committee's Minority Report on the Tariff Bill.

SOME TAFFY FOR STEEL RAILS.

McKinley Prepares a Report in Which He Remembers the Wool Raisers of the Buckeye State—Synopsis of the Document.

WASHINGTON, April 2.—The report of the minority of the ways and means committee was submitted to the house to-day. It is about twice as long as that prepared by the majority. It opens with a severe criticism of the action of the majority in so compiling the bill that the minority was not given information of the fact that it was in preparation. It denounces the refusal of the majority to hear manufacturers, workingmen, congressmen, on the proposed reductions, and charges the majority with sectionalism in that its bill reduces the tariff on but two articles of southern production—sugar and rice—and those very slightly, while it makes a wholesale slaughter of everything produced in the north and northwest. The bill, the report says, is a radical reversal of the tariff policy of the country, which for the most part has prevailed since the foundation of the government. If enacted into a law, it will disturb every branch of business, retard manufacturing and agricultural prosperity, and seriously impair industrial independence.

It is marked with a sectionalism which every patriotic citizen must deplore. The American farmer will appreciate the vicious character of the bill, and will be glad to see the majority of the committee, who have so far prevailed since the foundation of the government. If enacted into a law, it will disturb every branch of business, retard manufacturing and agricultural prosperity, and seriously impair industrial independence. It is marked with a sectionalism which every patriotic citizen must deplore. The American farmer will appreciate the vicious character of the bill, and will be glad to see the majority of the committee, who have so far prevailed since the foundation of the government.

Nowhere in the bill is the ultimate purpose of the authors more manifest than its treatment of wool. It places this product upon a level with the most inferior grades of fleeces to merciless competition from abroad. This bill is but the echo of the president's message, and it is a shame to see the majority of the committee, who have so far prevailed since the foundation of the government. If enacted into a law, it will disturb every branch of business, retard manufacturing and agricultural prosperity, and seriously impair industrial independence.

Why have the majority put wool the free of their tariff? Why have they done this? The price of wool, if this should be the result, we ask at whose expense and loss? The American wool grower, who has been the most patriotic of our citizens, has been the most patriotic of our citizens, has been the most patriotic of our citizens. The price of wool, if this should be the result, we ask at whose expense and loss? The American wool grower, who has been the most patriotic of our citizens, has been the most patriotic of our citizens, has been the most patriotic of our citizens.

Conductors Go Out at St. Joseph. ST. JOSEPH, Mo., April 2.—[Special Telegram to the Bee.]—At 11 o'clock last night all the Chicago, Burlington & Quincy brakemen who are members of the local brotherhood, and twenty conductors decided to quit work. The men were counseling in their hall the entire afternoon Sunday and failed to show up for their trains. The brakemen were about 100 in number. The Chicago, Burlington & Quincy management were not officially informed of the strike until 5 o'clock this afternoon, when a committee of five, three of whom were conductors, waited upon General Manager Merrill. They presented a long list of complaints, the most important of which were to the effect that promotions had not been in the regular order, and that the men were not being paid for their extra work.

General Manager Merrill refused to grant the men's demands, and the men were ordered to return to work. The men refused to do so, and the strike continued. The Chicago, Burlington & Quincy management were not officially informed of the strike until 5 o'clock this afternoon, when a committee of five, three of whom were conductors, waited upon General Manager Merrill. They presented a long list of complaints, the most important of which were to the effect that promotions had not been in the regular order, and that the men were not being paid for their extra work.

Growing Warm at Creston. CRESTON, Ia., April 2.—[Special Telegram to the Bee.]—Extra police have been placed on duty to-day in the city, and excitement has quieted down somewhat. A fireman named Holman was waylaid last night and struck with a slung shot. He fired on his assailants and they fled. Unknown parties threw a switch and caused a fire in the city. The fire was extinguished by the fire department. The Chicago, Burlington & Quincy management were not officially informed of the strike until 5 o'clock this afternoon, when a committee of five, three of whom were conductors, waited upon General Manager Merrill. They presented a long list of complaints, the most important of which were to the effect that promotions had not been in the regular order, and that the men were not being paid for their extra work.

The Situation in Milwaukee. MILWAUKEE, Wis., April 2.—[General Manager Miller, of the Chicago, Milwaukee & St. Paul road, said the number of striking St. Paul employees at Chicago has been decreasing since Saturday by the Chicago suburban men and the roundhouse men returning to their work, alleging that they quit work through a misunderstanding. He said only about 175 men are now out. All is quiet here. The report circulated that a strike will occur at Chicago is generally credited.

More Pinkertons Arrive. While the Chicago, Burlington & Quincy men were quiet and doing nothing to use the expression of a prominent railroad official, was "running smoothly," the prospects for a speedy termination of the present difficulty in this city is dimmed and absolutely not of the brightest, and a walk-out on the part of the brakemen is hourly expected. The action of the men on the St. Paul road, which probably will probably act as an incentive for similar action on the part of those employed on lines of the "Q" in this state. In anticipation of trouble which may arise from this new movement, additional Pinkertons have been ordered to this city yesterday. Three deputy sheriffs, who will be ready at South Omaha, were sworn in yesterday.

Merchants Very Mad. MASON CITY, Ia., April 2.—[Special Telegram to the Bee.]—The present attitude of the engineers on the Chicago, Milwaukee & St. Paul road is seriously crippling business interests in the west. The business centers of all the Great West are more or less dependent on this road. Merchants are complaining at the failure of receiving goods, and local shippers have abandoned all hopes of sending produce east. The brotherhood was in session all day yesterday, and it is thought the engineers, firemen and brakemen will be out for at least a number of days. Twelve empty "Q" cars are sidetracked at stations along the line between McGregor, Ia., and Chamberlain, Dak., most of them standing where they did five weeks ago to-day.

Grain In Sight. CHICAGO, April 2.—The visible supply of grain for the week ending March 31, as compiled by the secretary of the Chicago board of trade, is as follows: Bushels. Wheat, 4,385,000; Corn, 4,120,000; Oats, 4,120,000; Rye, 250,000; Barley, 1,770,000.

Duluth's Grain Bins. DULUTH, Minn., April 2.—[Special Telegram to the Bee.]—The total receipts of wheat at Duluth for March were 890,000 bushels. April receipts will be three times as large. There are now in store 1,000,000 bushels of wheat, 344,450 of corn and 55,500 of oats.

Must Pay the Loss. NEW YORK, April 2.—In the general term of the court of common pleas to-day, in a suit to recover for property lost by a passenger in a berth in a sleeping car, it was held that the company was entitled to judgment, and that railroad companies are responsible for their passengers and property.

The Waite Family. WASHINGTON, April 2.—Civil Service Commissioner Edgerton is very indignant over the published report that the family of the late chief justice is in great financial distress. He says Judge Waite's estate was well-to-do, and whatever their father's funds may have been the family is not likely to want for anything.

Denmark Boycotted Foreign Pork. WASHINGTON, April 2.—A dispatch has been received by the department of state from the American minister at Copenhagen, stating that the Danish government has issued an order forbidding, until further notice, the importation into Denmark of pork or other raw products of hogs, including bladders and steam lard.

National Capital Notes. WASHINGTON, April 2.—The democratic senators held a caucus this morning, and a caucus committee and confer with the republican caucus committee and confer with the republican caucus committee and confer with the republican caucus committee and