THE OMAHA DAILY BEE.

NINETEENTH YEAR. OMAHA, SATURDAY MORNING, MARCH 15, 1890. NUMBER 264.

TRAGEDY NEAR GOTHENBURG

Ernest G. Edholm Shot and Killed by O. Bergstrom.

CLAIMED TO BE ACCIDENTAL.

Both Parties Well Known Throughout the West—Platte County Farmers in Convention —State News.

The Killing of Edholm.

GOTHENBURG, Neb., March 14.—[Special Telegram to THE BEE.]—The most shocking tragedy ever enacted in this vicinity occurred about 1 o'clock this morning at the home of O. Bergstrom, one mile from town, resulting in the shooting and killing of Ernest G. Edholm. A post mortem is being made. The coroner's jury is in session and the information shows that the parties remained down town until a late hour and went home under the influence of liquor, where in handling the gun it was discharged, the load entering Edholm's breast, penetrating the heart and causing instant death. O. Bergstrom claims that the shooting was purely accidental. Mrs. Bergstrom, Miss Dahl and another lady were in the house at the time. Other parties had been there, but had gone home.

The affair has cast a gloom over the whole town, and Mr. and Mrs. Bergstrom are almost frantic at the deplorable event.

A brother of the murdered man in Denver and friends in Chicago have been notified of the sad event. Both parties are well known throughout the west, especially in real estate circles.

Fire at Hooper.

FREMONT, Neb., March 14.—[Special to THE BEE.]—The little town of Hooper, this county, suffered another loss by fire last night about midnight, when the furniture store of Charles Bucholz was entirely destroyed. The fire was so far advanced when discovered that nothing could be done toward saving the building or contents. The total loss to Mr. Bucholz will be between $5,000 and $6,000, with an insurance of only $1,100. A quantity of farm machinery adjacent to the building and owned by Heine Brothers was also destroyed, their loss being about $500, with no insurance. The Bucholz building stood on the north margin of the district recently burned, when a half dozen of the leading firms of the town were wiped out. The village board this week contracted for a system of waterworks and will make an effort to secure better protection in the future.

Bad Fire at Auburn.

AUBURN, Neb., March 14.—A disastrous fire occurred yesterday morning in the south side of the city, destroying a row of fine buildings and their contents. The fire was discovered at 2 o'clock and originated between Kleine's drug store and Newman's billiard hall, and is supposed to have been the work of an incendiary. Two families living in the second story of one of the buildings barely escaped with their lives. Mrs. R. Z. Stewart, one of the occupants, was very sick at the time and was carried out of the building only a few minutes before it was enveloped in flames. Kleine & Son, drugs, Jarvis Newman, billiards and restaurant, and S. H. Sobeele, farming implements, lost their entire stocks. The buildings were owned by the Clancy estate, Prof. Creighton, Dr. Bush, Stephen Helmut and John Frerichs. The total loss is about $10,000. Kleine's stock was insured for $1,000 and was the only stock insured on the property destroyed.

Central City Notes.

CENTRAL CITY, Neb., March 14.—[Special to THE BEE.]—The drug store of Dr. O. A. Ward, at Silver Creek, was closed yesterday on a chattle mortgage held by Dr. D. B. Young.

Mrs. George Wells of this place has received notice of a legacy of $10,000, left her by the death of a relative in Connecticut. The family are old residents, and are the subjects of congratulation from all.

The prohibitionists are preparing for a great celebration on the Fourth of July, and an effort is being made to get Governor Larrabee and Senator Colquitt to speak.

There are now fifteen farmers' alliances in Merrick county, and it begins to look as if they might have things their own way, politically, this fall. The alliance men seem favorably disposed toward Leese for governor.

Fremont's Postoffice.

FREMONT, Neb., March 14.—[Special to THE BEE.]—The passage of the bill for a government building at Fremont by the house, and Representative Dorsey's assurance that it will go through the senate and be signed by the president, has naturally led to a good deal of discussion here as to the site for the new building as well as a good feeling all around over Fremont's prospective good fortune. Richards & Keene have just begun work on their new building into which the postoffice will be removed when completed and remain there for a period of five years, unless the government building should be erected sooner.

A Deep Hunt for Minerals.

DANNEBROG, Neb., March 14.—[Special to THE BEE.]—The contract for the sinking of a 1,000 feet mineral test well was let last Wednesday by the Dannebrog mining company to the well-known well firm of McLeod Bros., of Keokuk, Ia. The well will be sunk on the strip of land between the two forks of Oak creek, close to the milldam here, and as near as possible to the spot where the natural gas comes out of the water. Work is to be commenced in thirty days. The people here are very confident of striking a find and Dannebrog seems to be on the threshold of a boom.

Enthusiastic Railroad Meeting.

NIOBRARA, Neb., March 14.—[Special to THE BEE.]—A large and enthusiastic railway meeting was held in the Grand Army of the Republic hall last evening to hear the report of the committee sent to Omaha last week. Hon. S. Draper, chairman of the committee, was called upon to present the case, which remarks were in effect the same as have appeared in THE BEE. After the remarks others followed with endorsements of the committee's success in enlisting Omaha in the effort to urge the completion of the twelve mile gap of the Fremont, Elkhorn & Missouri Valley railway from Verdigre to Niobrara. Resolutions were presented by E. A. Fry, which were unanimously accepted.

Testing Fremont's Waterworks.

FREMONT, Neb., March 14.—[Special to THE BEE.]—The official test of the extension of the Fremont waterworks is now in progress. The new extension consists of five miles additional mains, and another pump and well. The contract calls for a supply of 2,225,000 gallons of water in twenty-four hours and a pressure sufficient to throw four streams of water each 100 feet high, the cost of the improvement being $55,000. The pumps were started at 1 o'clock this afternoon and will be run continually until 1 o'clock tomorrow afternoon.

School House for Crawford.

CRAWFORD, Neb., March 14.—[Special to THE BEE.]—At a recent meeting held for the purpose it was unanimously determined to build a school house, and bonds were voted for that purpose. The school board were instructed to secure plans from different architects and submit them at a meeting to be held April 12, when some plan will be selected and adopted. This insures Crawford a school building that will be a credit to the town.

Nebraska Oratorical Contest.

LINCOLN, Neb., March 10.—[Special Telegram to THE BEE.]—The sixth annual contest of the Nebraska Collegiate Oratorical association was held in Bohannon's hall tonight. The orators were George O. Ferguson, Nebraska Wesleyan university; John B. Fogarty, Nebraska university; L. A. Turner, Doane college, D. R. Collings of Gates college was absent on account of sickness. The judges on manuscript were Victor Bender and F. S. Blaney of Omaha and Rev. Chapin of Lincoln; on delivery, W. J. Bryan and G. M. Lambertson of Lincoln and F. O. Casto of Hastings. George O. Ferguson was given first place by the judges and Mr. Fogarty second. The state university orchestra and the Adelphian quartette of Doane college furnished the music. All the orators spoke well and had meritorious productions.

Railway Officers Elected.

SUPERIOR, Neb., March 14.—[Special Telegram to THE BEE.]—At a meeting of the Omaha, Superior & Southwestern railway company, held at Cawker City, Kan., F. P. Bonnell of Superior was elected president, H. P. Woodbury first vice president, F. C. Bowles second vice president, Judge Clark, A. S. Smith secretary and Senator R. R. Hayes treasurer. The company has ordered a survey commenced at Superior, and are also proceeding with the preliminary work necessary to the rapid construction of the line. The people along the line are enthusiastic over the prospects of reaching Omaha's great market.

Convention of Farmers.

PLATTE CENTER, Neb., March 14.—[Special Telegram to THE BEE.]—An important convention of farmers was held here today. The attendance was good, delegates from all parts of the county being present. A county farmers' alliance was formed, at which stirring addresses were made and resolutions passed condemning extortionate railroad rates.

Want the Route Restored.

NIOBRARA, Neb., March 14.—[Special to THE BEE.]—In 1882 congress established a route from Niobrara to Fort Randall, but it was discontinued September 15, 1883, owing to a lack of settlement between here and there. A petition is in circulation praying that it be restored, since the country is being settled and the requirements of the settlers unquestioned.

Another Murder Trial.

FREMONT, Neb., March 14.—[Special to THE BEE.]—A special session of the district court for Dodge county will convene next Monday. At this session Christopher Furst, the accomplice of Charles Shephard in the murder of Carl Pulsifer at Crowell, will have his trial, which is expected to create a good deal of interest.

Carried in Only One Township.

KEARNEY, Neb., March 14.—[Special Telegram to THE BEE.]—The bond election held yesterday in Armada, Grant and Riverdale townships, along the line of the proposed Kearney & Black Hills railroad, resulted in the defeat of the bonds in the two last named precincts. Work began today on the grade in Armada township and active work will not begin at this end of the line until after a meeting of the directors.

Accidentally Killed While Hunting.

KEARNEY, Neb., March 14.—[Special Telegram to THE BEE.]—Early this morning a party of boys started out for a goose hunt. Ed Ewing, a fifteen-year-old lad, shot himself accidentally, the charge tearing away his jaw and ear. The accident occurred on the hill near the lake. The wounded boy lived five hours.

TIRARD RESIGNS.

Carnot's Cabinet Withdraws, and a New Ministry Will be Formed.

PARIS, March 14.—The adverse action of the senate yesterday on Prime Minister Tirard's demand for the adoption of the order of the day when the matter of the commercial treaty with Turkey was brought up, has caused the downfall of the entire ministry. The refusal to adopt the motion was tantamount to a refusal to vote confidence in the government. Tirard then tendered his resignation to President Carnot, but the latter persuaded him to remain in office until after Easter.

A cabinet meeting was held today to discuss the situation, at which Tirard reconsidered his determination to remain and after the meeting was over he went to the Palace of Elysee, Carnot's residence, and tendered the resignation of all the members of the cabinet. De Freycinet, minister of war in Tirard's cabinet, will probably form a new ministry, and it is rumored that Constans, who recently resigned as minister of the interior, and Robot will hold portfolios in the new ministry. It is also understood that the ministers of marine, agriculture and public instruction will remain in the cabinet.

A NEW ASSOCIATION.

Wool Manufacturers Organize to Resist Higher Duties.

BOSTON, Mass., March 14.—The Commercial Bulletin announces tomorrow the organization of a new association of wool manufacturers which will depose the old national association of which William Whitman is president. Some fifty manufacturers responded to the first call, representing every class of woolen manufacturers. The new association will resist the extreme demands of the wool growers. The Bulletin will say: The original meeting included representatives even from Philadelphia, and if the extreme measures proposed by McKinley are actually incorporated in the bill it is likely they will be joined by the carpet manufacturers in a body.

Hurley Bank Robbery Case.

MINNEAPOLIS, Minn., March 14.—In the trial of Perrin at Ashland today two employes of the treasury department at Washington identified a roll of money found upon Baker, as part of the package of $6,000 sent by the treasury department to the National Exchange bank at Milwaukee and by them to the First National bank of Ashland, and from there deposited in the Iron Exchange bank at Hurley on the day of the robbery. This is the most damaging evidence yet brought against Perrin and Baker.

Beaten and Robbed.

EVANSTON, Wyo., March 14.—[Special Telegram to THE BEE.]—During the past few days several holdups have occurred in this city. Last night a raucuman named Phillips was robbed of $160 and a gold watch. He was returning from Almy, when the robbers suddenly jumped upon him and beat him unmercifully. Phillips is now in a precarious condition.

Steamship Arrivals.

At Glasgow—The State of Alabama, from New York.

At London—Sighted: The Assyrian, from New York; the Illinois, from New York, for Hamburg; the Ohio, from Baltimore, for Rotterdam.

At Bremen—The Moser, from Baltimore.

At Liverpool—The Michigan, from Boston.

Harrison in the South.

CHARLESTON, S. C., March 14.—The presidential party reached here this afternoon and wrs taken to Fort Sumpter and shown around the harbor. Tonight Mrs. Harrison and her friends had a reception. The democrats and republicans vied with each other in paying their respects. The party will leave for Florida in the morning.

Good Stock Season.

HELENA, Mont., March 14.—For all kinds of stock Montana and the northwest territory have not had so favorable a season for the past ten years.

BIGGEST FLOOD EVER KNOWN

Prospects for a Deluge Along the Lower Mississippi.

A WARNING FROM WASHINGTON

Although the Waters Are Reported Falling, There is Apt to be a Great Downpour of Very Disastrous Character.

No Encouraging Prospects.

WASHINGTON, March 14.—The rain storms of the past four days in the lower Mississippi valley are practically ended, so that the water dangerous to that section is now in the Mississippi or its tributaries. There are no encouraging prospects for any portion of the lower Mississippi valley. The river has fallen slightly at Cairo, but sharp rises above St. Louis, and particularly at Cincinnati, Louisville and Nashville make it evident that the recession at Cairo is only temporary, and that thence southward the river must continue at its present stage for at least a week. Although the stage of the water at Cairo and Helena is about four feet below the extreme floods in the past year, the prospects are very decided at even these places that the greatest flood ever known will obtain during the next seven days. At Vicksburg the river is half a foot below the great flood of 1882, but the very high stage of water in lower Arkansas renders it certain there will be no relief at Vicksburg. Ordinary prudence demands under the present prospects that extreme flood conditions should everywhere be provided against.

Miles of Levees in Danger.

ST. LOUIS, Mo., March 14.—Reports from the lower Mississippi regarding the flood is that part of the country between the Arkansas line and Vicksburg, on both sides of the river is in imminent danger of inundation. Water is running over the Arkansas levees in several places and they have been abandoned. This means that the Tensas basin in Louisiana will be flooded. All efforts are being concentrated to save the levees in Louisiana between Vicksburg and the Arkansas line, and those on the Mississippi shore between Vicksburg and Greenville. If Louisiana goes under Mississippi may be safe, and vice versa.

On each side of the river the most heroic exertions have been made for weeks and are being redoubled. The rain has fallen in torrents everywhere. At all the endangered points work is kept up day and night. Live stock and movables are being taken to places of safety. Over two hundred miles of levees are endangered and a general overflow is considered inevitable. There is no cause to apprehend loss of life, but the destruction of property will be great.

A dispatch from Natchez says seven inches of rain fell there during forty-eight hours and it still continues. Planters in the low lands are counting upon their plantations being overflowed, as they expect a break at any moment in the weak levees below Lake Providence. This would send the water down the Tensas basin and flood the plantations all the way to the mouth of the Red river. The latest reports from the upper levees indicate that a general overflow in Louisiana and the low Yazoo delta may be expected.

A Slight Fall Reported.

CAIRO, Ill., March 14.—The Ohio river fell slightly last night and is still falling here slowly. The late rains in this section are supposed to have run out by this time, and the rise coming from above will not materially check the fall here. The rise in the Mississippi, unless very high, will not affect the stage of the water. The Ohio being so high will cause a backwater in the Mississippi, and this water will all run out through the low lands of Missouri.

Trains from the north are all running, and also from the south. The wreck on the Illinois Central between Cobden and Makanda has delayed trains some on that road, but they expect to have everything going by noon. The weather is cloudy and cold.

The width of the Mississippi at the mouth of the Ohio is now about fifteen miles, but this vast body of water is slowly receding.

A Scene of Desolation.

MEMPHIS, Tenn., March 14.—Tonight the river was 36 feet 4 inches above low water, the highest point ever reached, and is still rising. The opinion here is that the levees on the Mississippi side will be able to withstand the pressure of the great flood, but the situation on the Arkansas side below Arkansas City is far from reassuring, although the damage should the levee give way would be slight compared with that which would ensue should the east bank break.

Passengers on the Louisville, New Orleans & Texas railroad arriving here today report a novel scene along the road. The low lands and lagoons in the Mississippi delta are flooded until the only dry land visible is the ridge on which the track runs, and a few promontories protruding above water. These places afford shelter for hundreds of squirrels and other small game. Huts and cabins on the low lands are submerged several feet. Tied at doors are skiffs and dugouts, which afford the occupants the only means of transit. Everything presents an air of waste and desolation.

Between Vicksburg and Lula, Miss., the water is highest and the farmers who have not already moved are making preparations to do so.

Along the Memphis & Little Rock railroad the same state of affairs exists. Unless the waters in the Mississippi and Arkansas rivers recede more rapidly than before the unfortunate people will suffer great privations.

At New Orleans.

NEW ORLEANS, La., March 14.—Affairs on the river front this evening are much more satisfactory than at the same time yesterday. The city authorities, aided by the railroads, strengthened the weak places in the levee and made a temporary levee, constructed of bags filled with earth, from St. Louis to Hospital street and other points. The wind is blowing from the north with a velocity of thirty miles an hour.

Governor Nichols has issued a proclamation requesting all steamers to keep as near mid stream as possible and to run as slow as the circumstances will permit during the present freshet in the lower Mississippi. The waves from passing vessels have done a good deal of damage to the temporary work on the levee.

Everything Movable Gone.

NEWPORT, Ark., March 14.—The rivers commenced running over the levees last night, and the whole town, except Fort street, is now from four inches to two feet under water. Business is entirely suspended. The damage to the adjacent country is immense. The rise was sudden and without warning. Everything movable is gone. The country south of Newport, which embraces some of the finest farms in the state, is also inundated.

Between Helena and the mouth of the St. Francis river there are very few spots of dry land and a raise of two feet will certainly cover everything. In some places the river is from five to seven miles wide.

Not Alarming.

MEMPHIS, Tenn., March 14.—A correspondent of the Appeal telegraphs from Arkansas City tonight that the condition of the levees between Memphis and that place are not alarming. The circle of the river back of Laconia, he says, will break before Tuesday next. There are 2,000 people living inside the circle, nine-tenths of them negroes. The destruction of stock and other property will be enormous. The levees on the Arkansas river are washing away.

Louisiana Will Go Under.

VICKSBURG, Miss., March 14.—The captain of the levee board steamer reports the condition of the levees as critical everywhere. He considers that Louisiana will inevitably go under, even if the Mississippi levees go down. Great gangs of men are hard at work trying to save the levees.

Much Improved.

NEW ORLEANS, March 14.—A dispatch from Greenville, Miss., late tonight says the situation there is much improved and the weak spots in the levee have been strengthened so that the fears of breaks are much lessened. The Arkansas levees opposite Greenville are also all right.

A Crevasse Above New Orleans.

NEW ORLEANS, La., March 14.—The levees at Nita plantation, sixty-five miles above the city on this side of the river, broke last night and in less than two hours the break was twenty-five feet wide. The water from this crevasse will do but little damage as it will flow into the lake.

Bridge Washed Away.

JACKSON, Miss., March 14.—An iron bridge several hundred feet in length over Pierre creek on the Natchez, Jackson & Columbus railroad, between Jackson and Harrystown, was washed away by the flood last night.

Great Damage in Australia.

LONDON, March 14.—Brisbane, Australia, is flooded; damage, $1,500,000.

TOMMY TAKES A TUMBLE.

The Police Stop the Fight—Murphy Declared the Winner.

SAN FRANCISCO, Cal., March 14.—The fight between Billy Murphy of Australia and Tommy Warren of California at the Occidental club tonight for a purse of $1,800 and the featherweight championship was one of the shortest on record in this city.

Danny Needham of St. Paul, the well known light weight, was referee. Both men were in fine condition.

In the first round Murphy reached Warren's neck with a right hander and sent him down.

In the second round Murphy again reached Warren's neck and sent him against the ropes, but he rallied gamely.

In the third Warren took the aggressive and gave Murphy some staggering blows in the jaw and on the body, which distressed him.

In the fourth round Murphy started in with a vicious rush and after some sharp interchanges the men clinched. The referee tried to separate them, but they fell, Warren underneath and Murphy's knee pressing his stomach. When Murphy rose Warren lay on the floor evidently in great pain. Loud cries of foul were raised. Warren at last got on his feet and the men resumed fighting. Murphy struck Warren in the jaw and knocked him down, and just as he was rising the police broke into the ring and stopped the fight. Great confusion again ensued, Warren's friends yelling foul. Finally the referee secured a hearing and awarded the fight to Murphy. The decision was the cause of another outbreak and of protests from Warren and his friends, but the referee remained firm and the crowd soon dispersed.

SEYMOUR'S PROPOSAL.

A Syndicate Anxious to Push Wanamaker's Telegraph Scheme.

WASHINGTON, March 14.—A new proposition in connection with the proposed postal telegraph was made to the house committee today by J. M. Seymour of the New York stock exchange, who stated that he represented a number of capitalists willing to build lines and to maintain a postal telegraph system under government supervision in accordance with the provisions of the postmaster general's bill or to operate on a uniform 25 cent rate. The company proposed to use the Patten multiplex telegraph system, build and maintain all lines needed, furnish operators, power and stationery and to have the right to build over all postal roads. They ask exemption from federal and state taxation. In cities where the postoffices are crowded the syndicate will furnish its own office. It would make a contract with the government for fifteen years with the privilege of renewal unless the government would take the lines at the end of that time at the value appraised by experts. The syndicate expects to be allowed to do private business outside government work.

To maintain lines under the Patten system would cost 75 per cent less than under the present system. It is proposed to lease wires to newspapers at nominal rates and to reduce press rates 33 per cent. To establish a system under the provisions of the postmaster general's bill would cost, Seymour thought, about $7,000,000. A complete system covering the country would cost $25,000,000.

A MURDEROUS MANIAC.

He Fatally Stabs a Sheriff and Then Kills Himself.

PLEASANT HILL, Mo., March 14—This evening Mrs. Eli Stahlnecker called at the office of Constable Prater and told him her husband was laboring under an attack of acute mania and had driven her and her children from the house with a butcher knife. The constable went to the house and on entering was fatally stabbed. He managed to make his way to the house of ex-Sheriff Hanley and a posse of men proceeded to the house of the maniac as quickly as possible. They broke open the door and just inside found the body of Stahlnecker, who had stabbed himself to the heart. Stahlnecker was seventy-two years old.

Siberian Prison Report.

BERLIN, March 14.—Dispatches from Tomsk, the central Siberian depot for prisoners, say the prison now holds 490 healthy and 275 sick exiles, but that in 1886 the number of exiles brought to the prison was 16,184. In 1887 the arrivals numbered 14,377, in 1888 there were 15,015 and in 1889, up to September, over 12,000. Of these prisoners the most were taken to the interior. The official report declares that owing to lack of room hundreds of sick beds had to be placed in the open air while the temperature was as low as 6° Recaumeur, and in consequence of this exposure the mortality was enormous.

The Clinton County Tragedy.

CLINTON, Ia., March 14.—[Special Telegram to THE BEE.]—The coroner's jury brought in a verdict today that Henry Murre, who was murdered near Brown's station yesterday, came to his death at the hands of unknown parties. Mrs. Murre is still alive, but unconscious. It is thought that if she regains her senses she may be able to furnish some clue to the murderers. Suspicion now rests upon three tramps, one of whom had worked upon Mr. Murre's farm. The three had recently been released from jail and were last seen going in the direction of the farm.

Bank Officials Arrested.

RUSSELL, Kan., March 14.—W. Z. Smith of Ellsworth and E. M. Coleman of Derrance, respectively president and cashier of the Bank of Derrance, which failed a short time ago, have been arrested charged with having received deposits when they knew the bank was in an insolvent condition.

Tisza's Resignation Accepted.

VIENNA, March 14.—The Official Gazette publishes the emperor's autograph letter accepting the resignation of Tisza. The emperor conveys to the retiring minister expressions of his highest esteem and confidence.

HOLDREGE ON GRAIN RATES

He Accuses the Attorney General of Willful Misrepresentation.

THE LATTER WON'T BE BLUFFED.

But Promises to Appear Before the Interstate Commission and Prove Every Charge in the State's Complaint.

Leese Will Be on Hand.

LINCOLN, Neb., March 14.—[Special to THE BEE.]—The following communication from General Manager Holdrege of the B. & M. was received by Attorney General Leese today:

OMAHA, Neb., March 13.—To Hon. William Leese, Lincoln, Neb.—Dear Sir: You have caused to be published in the newspapers a socalled complaint against the railroads of Nebraska, before the interstate commerce commission, which, in all its important charges, is either false or misleading. I address this letter to you trusting that your regard for the truth may lead you to either destroy the complaint without presenting it to the members of the interstate commerce commission, when they arrive here this week, or to correct the misstatements before filing it.

The people in this state, for their own interest, desire that the railroads which serve them should maintain good tracks and offer good accommodations for both freight and passenger business. As a railroad commissioner or member of the state board of transportation, it is your duty to deal justice to all interested. If you will pause in your unwarranted raid upon the railroads to consider the facts herein mentioned, the proof for which is and has been in your reach at any time, you will find that it is due to the public and the railroads that you should retract the false charges that you have made in this complaint and at other times for the public ear.

You allege that since the interstate commerce law took effect rates upon Nebraska railroads have been "greatly increased." The reverse is true.

You allege that, taking into consideration the rebates prior to the interstate commerce law, the rates, upon corn in particular, were less before the law took effect than now. The fact is that, deducting the customary rebates from the tariff rates prior to the law, the net result gave considerably higher rates before the law took effect than now. If you base your statement on figures prevailing during some temporary rate war, or emergency of competition, it is scarcely worthy of serious consideration.

You allege that the net rate from Lincoln before the law took effect was 14 cents per 100. This statement is untrue.

You allege that the rates "upon corn from Nebraska points to Chicago are so high, unreasonable, exorbitant and excessive that the producers of Nebraska are unable to ship their corn to said market and said exorbitant and excessive rates amount to prohibition upon corn shipments." You contradict this latter statement yourself in a paragraph of your complaint headed "Third Cause of Action," wherein you state that the railroads have "neglected and refused to furnish a sufficient number of cars for the transportation of corn offered for shipment from points in Nebraska to points without the state." For the four weeks following February 15, upon which date a reduction of 10 per cent was made in the corn rate, and during which period you state the rate is prohibitory, from twenty thousand to thirty thousand car loads of corn have been moved from Nebraska points, or more than 12,000,000 bushels. The reduction of 10 per cent made by the railroads upon these shipments amounts to $300,000 in four weeks.

Your complaint, furthermore, that the rates charged by Nebraska railroads are excessive can be refuted by what you yourself have at different times admitted to be a fair measure of reasonable rates. You have admitted that railroads should be permitted to earn a fair rate of interest upon cost, or a fair valuation. The sworn statement of all of the railroads of Nebraska in the state auditor's office show that in 1887 there were 4,621.83 miles of railroad in the state; that their net earnings in 1887 amounted to $7,007,360.09. With their buildings, shops, tools, cars, engines and terminal facilities, I do not believe the railroads of this state can be duplicated for $25,000 per mile at the present time. If it should be admitted for the sake of the argument that $25,000 per mile is a fair valuation, this would give a total valuation of $115,545,750. The railroads earned in 1887 6.1 per cent upon this valuation. In 1888 the mileage was 5,011.71 miles, which, at $25,000 per mile, would give a valuation of $125,292,530. The net earnings of all railroads in Nebraska in 1888 amounted to $8,592,570.02, showing 4.3 per cent on this valuation. If, to make the matter still clearer, we should admit that the railroads of this state are worth only $20,000 per mile, the interest earned in 1888 upon that valuation would be only 5.3 per cent, out of which the interest on the bonded indebtedness must be paid before the stockholders could receive anything.

Since 1888 rates have been materially decreased, and it is not probable that the showing for 1890 for the railroads will be as favorable as that of 1888.

You certainly, considering these facts, should not ask for a further reduction in rates at the present time.

The railroads of Nebraska have, at different times, voluntarily reduced the through rates upon corn and other products. The corn rate, for example, from Hastings, Neb., to Chicago has been reduced from 49 cents per 100 in 1875, to 34 cents in 1879, to 33 cents in 1885, to 25 cents in 1887, and to 22½ cents per 100 at the present time, which is 2½ cents per 100 higher than the rate from western Iowa points.

The present rate from western Iowa and from Missouri river points to Chicago upon corn is 20 cents per 100. This rate is made upon a basis that is lower than the tariffs of Illinois and Iowa, which are universally admitted to be low. The same rate of 20 cents per 100 is extended westward for Nebraska points sixty miles from the Missouri river, and only 5 cents per 100 is added to Iowa rates in forming through rates from the most distant Nebraska points to Chicago, the maximum rate upon corn from Nebraska points now being 25 cents per 100, or about one-half as much per ton per mile from western Nebraska points to Chicago as is charged from central Iowa points to Chicago.

As tonnage increases in the future the railroads will doubtless continue to make similar gradual reductions upon the products of this state, when they can afford to do so. These future reductions will certainly be materially interfered with or entirely prevented if the states of Iowa and Nebraska continue to force down rates upon general merchandise, accomplishing thereby no practical good for the producers, but preventing the reductions he desires.

Your resolution, repeatedly introduced at the meeting of the state board of transportation, if enforced would not reduce rates upon corn or the important products of this state to Chicago or eastern markets—the rates now added to the Iowa rates in forming the through rates from Nebraska points to the markets being much less than the local Iowa tariff. Your resolution, therefore, if enforced would do harm to the farmers of Nebraska, for the reason that if you lower the tariff upon general merchandise, upon which the average farmer pays in a year probably less than $1.50 per man, you will cripple the railroads in their power to carry the products of this state at low rates in the future, upon which many individual farmers pay from $1,000 to $2,000 per year.

To summarize this whole matter, your complaint before the interstate commerce commission is based upon misapprehension and misstatements. Your demand upon the state board of transportation for lower rates, if carried out to the letter, can accomplish no practical good for this state, but will interfere with its future growth and prosperity.

I venture to suggest that your duty as a railroad commissioner requires you to protect railroad property as well as other property in this sta[illegible] Railroads are certainly important to th[illegible]untry. They have done more to enhance [illegible] value of farm property than any other [illegible]cy. The western counties are anxious [illegible] more railroads today. Railroad construc[illegible] in this state has been completely stopp[illegible] largely on account of the rand upon rai[illegible]s which you have lead for several years [illegible]. I would further say that the cry of "C[illegible]ify Him," although it may be started by [illegible]ists and scribes and followed by the [illegible]pulace, is not always right.

[illegible]'s Truly,

Gen'l. Mar[illegible] G. W. HOLDREGE.

[illegible]r B. & M. R. R. Co.

LEESE REPLY.

LINCOLN, Neb., March 14.—To George W. Holdrege, Omaha, Neb.—Dear Sir: Your communication has been received, and in answer thereto I will say that I will prove every allegation alleged in my petition before the interstate commerce commission.

The board of transportation ordered me to commence proceedings before the interstate commerce commission, and I have done so. I have gathered up what testimony I could since that time and formulated a complaint. The witnesses that I have talked to will make the same statements before the commission.

In regard to the watered stock, I have asked the commission to require these defendants to furnish a list of the stockholders and their places of residence, and I will select my witnesses from them on this proposition and prove by them that the stock upon which they are receiving big dividends did not cost them a single dollar.

The case before the board of transportation today will prove one allegation where they refused to furnish cars. It is sufficient to say that when the question is at issue I will be on hand. WILLIAM LEESE.

VESTIBULE TRAIN WRECKED.

Dashed Into a Huge Rock Running at Full Speed.

MANSFIELD, O., March 14—The fast vestibule train on the Baltimore & Ohio ran into a landslide near Newark this morning. The engine was thrown into the river and Fireman Thomas Boland killed. Engineers McCoy and Hart, the latter a passenger on the engine, were seriously injured.

At the scene of the accident is a high hill on one side of the road and the river flows on the other side. The train was going forty miles an hour when the engine struck the huge rock. The engine was thrown into the water while the cars were all ditched. There were about a hundred passengers on board and the accident was a remarkably fortunate one in its results, considering the speed of the train. The passengers were badly shaken up and five or six seriously hurt. Among the injured were:

EDWARD WARD STEENSON'S Bloomfield, Ill., and A. P. DICKSON, Canton, S. D.

WESTERN FREIGHT ASSOCIATION

Only Routine Business Transacted at Yesterday's Meeting.

CHICAGO, March 14.—[Special Telegram to THE BEE.]—Aside from the appointment of a committee to consult with the "Soo" line relative to the establishment of a basis of rates mutually satisfactory as between the lines via St. Paul and those via Chicago, the Western Freight association has transacted only routine business. Moreover, this attempt at steadying rates is the only move in that direction now on foot. In spite of the demoralization alleged to have been caused by the Burlington & Northern, its sale to the Burlington and assured conservatism in the future, the way is no clearer for an advance in rates than it was a week ago. The Burling & Northern's last reduction in freight rates was made, it was said, to meet the manipulated rates of its competitors, proof being furnished at the time of such manipulation. Even at the reduced basis these secret rates are constantly being made. Passenger affairs are also badly unsettled. The old rate between Chicago and the Missouri was $12.50. This has been reduced to a $5 open rate, and of this amount $3 is paid in commissions, leaving but $2 to the road. The passenger men all express a desire for an advance to the old basis, especially as the spring rush is just commencing, but the Western States Passenger association is out of existence and no one has yet taken the lead in calling a meeting to consider an advance.

LABOR TROUBLES.

The Stevedores' Strike in Liverpool Very Serious.

NEW YORK, March 14.—The agent of the Guion line today received a cable dispatch stating that the Arizona would not sail from Liverpool on account of the strike. The strike among the stevedores affects all the steamers sailing from Liverpool. It is thought the strike will extend all over the British islands if not the whole of Europe. All engagements for freight are declared off and tickets called in. The Guion line has not had a ship in here for two weeks. The Inman line's City of Paris, which arrived Wednesday, had a hard time to get out of Liverpool.

The Ishpeming Strike.

ISHPEMING, Mich., March 14.—Two-thirds of the miners and the iron and wood workers are out. Those remaining in have been threatened with violence if they stay. They are under the protection of a strong force of special policemen. A number of strike leaders have been arrested.

Miners Out.

LONDON, March 14.—Twenty thousand miners in the northeast part of England have gone on a strike for a reduction of their hours of labor.

Back to Work.

MILWAUKEE, March 14.—A Hurley, Wis., special says the strike at the Ashland and Norrie mines was declared off today and the three thousand strikers returned to work.

Murdered Her While Drunk.

LOUISVILLE, Ky., March 14.—[Special Telegram to THE BEE.]—Mrs. Ellen F. Allen, a polisher in DePauw's glass works, was found dead near the railroad track near New Albany, Ind., this morning. She had her skull broken in two places, as if by a hatchet. She lived with her brother-in-law, Henry Ritter, a few rods from where she was found. At the inquest this afternoon Mrs. Ritter testified that her husband had often threatened to kill her sister and that last night, when reproached with drunkenness, Ritter became very violent. Mrs. Ritter, who was sick in bed, got up and begged him on her knees not to harm them, and finally quieted him. Later, while she was in a stupor from illness and weakness, she remembers her sister going from the house and her husband following. She was terribly anxious about her sister, with a feeling that somebody was pursuing her, but was unable to give any help. Ritter, she said, had several times threatened her sister's life. Ritter is under arrest, but declares his innocence. He says they were all drinking last night and he was too drunk to have done any harm. The coroner will take further testimony tomorrow.

In Parliament.

LONDON, March 14.—In the house of lords today Lord Salisbury gave notice of a motion approving the report of the Parnell commission and thanking the judges for their just and impartial conduct.

In the commons Secretary Ferguson refused to reply to questions regarding the Behring sea negotiations until he should be able to give information without detriment to the negotiations.

A motion by Trevelyan that parliament shall adjourn in July and hold a winter session was rejected.

ON TO THE CHEROKEE STRIP.

Twenty Thousand Boomers Surge Over the Line.

POPULATED WITH A RUSH.

The Long-Horned, Wild-Eyed Kind Gaze in Wonder Then Stampede in Alarm—Troops Ordered Out.

Inhabited in an Instant.

ARKANSAS CITY, Kan., March 14.—"On to the strip." That was the signal for the invasion of the Cherokee outlet by the anxious boomers who have been gathered on the border of the strip for the past forty-eight hours.

It was echoed around the outlet from midnight until dawn this morning, and when the sun arose over the promised land the invasion was fairly begun. All day long lines of canvas covered prairie schooners drove into the coveted land.

Tonight it is estimated from different points of entrance that fully 20,000 people have passed the border and that half that number have staked claims. The strip has been invaded for a month past. In fact ever since President Harrison issued his proclamation ordering the cattlemen to vacate the "outlet" the boomers have been gathering on the frontier. They were all sorts of people and came in all sorts of ways. Some who could not afford the luxury even of a wagon tramped to the border beside their horses laden with household goods and children.

At all the principal points of assembly boomer associations of various kinds had been formed. It had been the general belief among the leaders that President Harrison would not insist upon their removal when once established upon claims.

Yesterday afternoon all was quiet among the boomers. Six hours later a scene of excitement was witnessed equalling that which accompanied the invasion of Oklahoma a year ago. The news from Washington that the Oklahoma bill had passed the house spread quickly, and by 11 o'clock the boomers were making hurried preparations to move at once over the border.

The sun was just rising when the first team started. The invasion came with a rush. No one expected it, not even the settlers themselves. The tenants of the strip, the Cherokee Live Stock association and the agents, were taken entirely unawares.

The Cherokee Indian police force is too insignificant to oppose the invaders. The government, so far as known, had taken no precaution to arrest a possible movement of the settlers and it was not until early this morning that the military appeared upon the scene. Captain Burbank, in command of a small force of troops at Oklahoma City, marched into the strip last night to stay the progress of the boomers, but so far as known this force has no effect in retarding the movement.

On entering the strip the cattle grazing there looked upon the unusual scene with alarm. A stampede ensued which the cowboys in charge could neither check nor control. The cattle fled five or six miles before the invaders from the north, where they were met by the boomers coming up from Oklahoma. Between these two fires they were driven east and west.

Arriving on the strip the settlers staked their claims.

Advices from Kiowa say that 500 boomers started from there. Just as the wagons were ready to move a big prairie fire was discovered raging in the outlet. It is thought it may have been set by the cattle people to drive back the settlers. So anxious, however, were the boomers that not even fire could stop them and they proceeded, avoiding it by making a detour. Five hundred more went in from Caldwell, while Guthrie, which last year was the objective point of the noted rush into Oklahoma, was today the starting place for 800 boomers bound for the strip. Hunnewell, Kan., reports 800 to 1,000 moved from there.

BURCHELL'S STATEMENT.

He Came to Canada as a "Pupil Farmer."

WOODSTOCK, Ont., March 14.—Burchell was induced last night to make a statement concerning the purpose of his coming to Canada, but could not be persuaded to say anything that would throw light on Benwell's murder or his own movements on the fatal day. He said he came to