

MORE SKIRMISHES REPORTED.

Colonel Day's Scouting Tour Along Butte and Spring Creeks.

HE HAD FOUR BRUSHES WITH INDIANS.

Government Wagons Attacked and One Soldier Wounded, But the Reds Driven Away With-out Loss of Life.

RAPID CITY, S. D., Dec. 18.—[Special Telegram to The Bee.]—The Indian situation along the Cheyenne is practically unchanged. Troop F, Sixth cavalry, joined General Carr today and tomorrow leaving two companies of the Seventeenth infantry will leave for his camp at the mouth of Rapid creek.

Major Perry's command has been joined by Scout Gus Crave, who reports that near Smithville a large number of Indians were seen and shots exchanged between them and the escort of the government wagons. About forty Indians attacked the government wagons and over one hundred shots were exchanged. One soldier was wounded and another shot through the cap. A troop of Captain Wells' cavalry came to the rescue and the Indians decamped.

Colonel M. H. Day of this city, who has scouted during the past week in the vicinity of Battle and Spring creeks, came in at noon. His command of cowboys and ranchmen, numbering sixty-two, had four skirmishes with the Indians. On Monday afternoon of the force crossed the Cheyenne and advanced fourteen miles up Battle creek and then to the mesa, on which one hostile camp is located. The Indians came out in force and drove them back across the river. Colonel Day gives the details of the night attack on Phinney ranch, where with ten men he stood off the Indians for four hours. The savages set fire to the corral and poured in a brisk fire. While Colonel Day and a ranchman were putting it out they fired the prairie in all directions, but a change in the wind saved the ranch buildings. Colonel Day says that there are from eight hundred to one thousand fighting Indians in the bad lands.

The largest camp is six miles north of the table where the principal camp was supposed to be located. "The Indians wanted to fight," said he, "and came out to meet us, well armed and mounted, when we approached their camp. General Miles has been extremely busy during the day. When asked by a correspondent what the situation was tonight he said it was more favorable than earlier in the day.

The thousand Indians seen by a scout crossing from Standing Rock to the bad lands are believed to be several hundred. They are in small parties, fifteen of Sitting Bull's band having returned to that agency. General Brooke writes that 500 friendly Indians will start Friday morning for the Butte camp to attempt to bring in the 130 lodges, the estimated force of the hostiles now in the bad lands. The infantry stationed at Pierre has started for the mesa to fill the gap on the northeast. General Carr and the commands at Oelrichs and French creek have received instructions to keep the roads open for bands moving northward. The advance reported from Pine Ridge will probably be postponed until the return of the scouts.

friendly Indians is known, which will not be before the first of the week. The opinion is freely expressed here among ranchmen that the Indians are being bit the dust during the past week, as many of the settlers were engaged in the skirmishes at the mesa and Phinney and near the hostile camps who are crack rifle shots.

REDS VERSUS REDS.

A Band Sent from Pine Ridge to the Bad Lands.

PINE RIDGE AGENCY, S. D. (via Rushville, Neb.), Dec. 18.—[Special Telegram to The Bee.]—Another move to make Indian conquer Indian materialized this morning in apparently very robust shape. It is a repetition of the effort of a week ago, only more substantial form. A party of about 100 men, including a number of about five hundred of these friendlies, arm them and send them to the bad lands with orders—no one says orders—to induce the hostiles to let go of their penchant for war and join their good brothers here at the agency.

This second move to pit red and red is the result of a big council held late last night in the vicinity of Red Cloud's camp and attended by a large number of influential Indians. So far as learned no whites were present. The idea of making up a purse of ponies and provisions to be offered the hostiles as an inducement to come in was favorably considered and will undoubtedly form a feature of the expedition. The plan seems to be to get together a company of about five hundred of these friendlies, arm them and send them to the bad lands with orders—no one says orders—to induce the hostiles to let go of their penchant for war and join their good brothers here at the agency.

JEWISH PERSECUTION IN RUSSIA.

Cardinal Gibbons Writes a Letter in Reference to the Jews. BALTIMORE, Md., Dec. 18.—The Jewish Exposition will publish tomorrow a letter from Cardinal Gibbons on the subject of persecution of Jews in Russia. In the letter the cardinal says that everybody who is a friend of humanity must deplore this persecution. For his part he cannot conceive how Christians can entertain that kind of sentiment toward the Hebrew race when it is considered how much we are indebted to them. We have from them the inspired volume of the old testament, Christ, the founder of our religion, His blessed mother as well as the apostles and the first missionaries. Long experience has shown that no race or people can be exterminated by persecution.

A WOMAN'S HORRIBLE DEATH.

Only One of Her Legs Left to Tell the Story of Her Fate. NEW YORK, Dec. 18.—[Special Telegram to The Bee.]—The engineer of a train on the Staten Island railroad was started last night as the train struck the trestle work between Livingston and the Snug Harbor to see flash light in the glare of his headlights what he took to be a red danger signal moving in short quick jerks. He stopped his train and investigated. He was horrified to find, in a piece of red flannel petticoat, the leg was cut off close to the thigh. It was evident that a woman had been struck by the train. Her leg was cut off and the body thrown into the river by the motion of the train. The rest of the body had not been recovered and was evidently carried off by the swift flowing tide.

ESCAPED IN NIGHTCLOTHES.

Guests in a Burning English Hotel Have a Close Call. LONDON, Dec. 18.—[Special Telegram to The Bee.]—The Grand hotel at Margate caught fire last night and despite the efforts to extinguish the flames the hotel was destroyed. The fire broke out after the inmates had retired and the flames spread with such rapidity that when they were awakened they had no time to save their clothing or personal effects, but were compelled to rush from the burning building in their nightclothes. Great numbers prevailed and many of the guests had narrow escapes. No lives were lost and the only person reported hurt is a barmaid who was injured by jumping from a window.

IDAHO ELECTS SENATORS.

Ex-Delegate Dubois Gets the Sixty-Second Term. BOISE CITY, Idaho, Dec. 18.—In the joint session of the legislature today Governor Shoup, W. J. McConnell and Fred T. Dubois were elected United States senators. Shoup and McConnell got the short terms, ending March 4, 1891, and March 4, 1893, while Dubois gets the full term of six years from March 4 next.

The Weather Forecast.

For Omaha and vicinity—Fair; southerly tomorrow. For Nebraska and Iowa—Fair; southerly winds; warmer except in western Nebraska; colder. For South Dakota—Warmer; fair; east to south winds.

A FATAL WRECK IN CANADA.

Terrible Accident to the Fast Express on the Intercolonial Road. SIX KILLED AND OVER FORTY INJURED. Thirteen of the Latter Will Probably Die—A Passenger Train Goes Through a Trestle in Ohio.

QUEBEC, Dec. 18.—When the fast express train from Halifax on the Intercolonial road was passing St. Joseph station this morning the second class car jumped the track, dragged the first class car and sleeper with it, and also carried the mail car and baggage car ahead. The second class car struck the western abutment of the bridge and was smashed to atoms against the solid stone. The first class car was badly shattered. The sleeper fortunately turned aside and did not telescope the wrecked cars. The mail car went down the embankment. The engine and derailed baggage car continued on for a few hundred yards. The dead are in number. Their names are, Dionne, Garvin, Blais, Leclair and Winner. Conductor Walker was badly hurt and very few of the passengers escaped without more or less injury.

Later—At midnight the work of clearing away the debris had not been completed. One more body has been taken out, a Jewish peddler, name unknown. It is believed that two or three more bodies will be found when the wreckage is all cleared. Of these Mr. Mrs. and Miss Fuller of Halifax, John Cole of St. Germain, Thomas Foley of Halifax, Michael Lebet, Kamouriska, Benjamin Beaudin, Everett Coyett, John Simpson of Montreal, Mrs. Beauchemin, E. J. Farroll, Abbey Mignault and another priest from Sandy Bay will probably die. The remainder of the injured are suffering from broken limbs, severe scalp wounds and contusions. Incoming trains brought hundreds of relatives of the killed and wounded, and the excitement is intense.

Went Through a Trestle.

NORWALK, O., Dec. 18.—A passenger train on the Wheeling & Lake Erie broke through a trestle near Bolivar this afternoon and killed Mrs. Ada Hall of Sharrodsville, O., Harry Hill and Mrs. Carrie Hill of Shelby county, Illinois, and one unknown woman. A dozen or more passengers were severely hurt. Mrs. Pepper, one of the injured, cannot recover, and Mr. Conrad's chances are also doubtful.

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SOUTHERN IMMIGRATION.

Opening of the Interstate Convention at Asheville. ASHEVILLE, N. C., Dec. 18.—The interstate immigration convention began business this morning. Two resolutions were introduced deprecating sectional animosity and protesting against the passage of the elections bill. Both were referred.

Resolutions were introduced by Boone of North Carolina, saying that he was all over the country extending to the south and west inviting visitors to come and make their homes and aid the southerners in developing this, the richest country in natural resources, climate and location of any section on the face of the earth. The resolutions and with a call for half a million sons of toll and half a million manufacturers of the north and west to make their homes with us and join in the development of this land." Referred.

The committee on railroad matters made a report favoring the construction of land immigration tickets to promote and encourage immigration and asking that a committee be appointed to apply to several railroad associations for an estimate of such tickets. As the practice of scalping or ticket brokerage makes these tickets hazardous to the revenue of the railroads, the committee recommends that the convention memorialize congress to prohibit scalping or ticket brokerage by any means. The interstate commerce law; also recommends that each state delegation bring the matter strongly to the attention of their congressmen and legislatures. This resolution was adopted.

General Manager Chilton of the southern interstate association, in his annual report, referred to the good work accomplished by the Florida bureau in sending exhibits to the north. A great deal has been done in the advertising line, and southern products have been displayed in various states and Canada. If the means will justify the association proposes to engage speakers to address the secretary of the treasury and contend against the prejudice toward the south. It is also proposed to use a stereoscopic showing views of interest in the south, and representatives will start out within ninety days. If the convention endorses the plan and scope of the work mapped out by the association will become the most powerful body of men ever got together for the upbuilding of any country, and the success that will speedily come to the south will be a marvel to the world. The work of banks was tendered Chilton, and he was re-elected general manager of the bureau.

EMPEROR WILLIAM AND THE SCHOOLS.

BELLEVILLE, Dec. 18.—Emperor William in a speech on Wednesday at the close of the educational conference, referring to the fact that surprise was expressed because in his speech at the opening of the conference he made no allusion to religion, said he would make it a sacred duty to see that a Christian spirit was cultivated and increased in the schools. "We are now in a transition, basing toward a new century. I believe I have divided the spirit of time in this matter, as in matters of social reform, and am resolved to venture into paths that if not trodden now we would be forced to tread twenty years hence." The emperor concluded by impressing on his hearers the necessity of paying special attention to the study of modern history.

TWO EXECUTED AND ONE RESPICTED.

COLUMBUS, O., Dec. 18.—There was to have been a triple execution in the Ohio penitentiary tonight, and Governor Campbell last evening gave his final decision as to why he would not interfere in either case. Smith was convicted of the murder of Stephen Smith in Pike county and has been given four respite pending an investigation of his guilt. Notwithstanding his decision of last night Governor Campbell gave an audience to Bishop Waterston and Attorney Booth, and consented to grant another respite to March 20. The other two men were executed—Elmer Sharkey for the murder of his mother, a widow, near Eston, Peble county, January 12, 1889, and Henry Poppe for the murder of Morris Grether, a saloonkeeper, at Canton.

DOCK LABORERS STRIKE.

A Glasgow, Dec. 18.—[Special Telegram to The Bee.]—The dock laborers here have struck, owing to their employers having notified them that henceforth they would employ only non-union men.

AN OMAHA IN LUCK.

WASHINGTON, Dec. 18.—[Special Telegram to The Bee.]—H. L. Seward of Omaha has been appointed to the position of secretary of the commission on the subject of the proposed annexation of Hawaii.

IT DID NOT PAY EXPENSES.

The Nebraska & Western Railroad in the Hands of a Receiver. AN ABSOLUTE FAILURE FROM THE START. A Violation of the Western Passenger Association Agreement by the Missouri Pacific—in Favor of Uniform Classification.

Upon the application of the Manhattan loan and trust company of New York and the Wyoming construction company of Cheyenne, Judge Dunly last night appointed E. L. Bierbower receiver of the Nebraska & Western railroad, running from Sioux City, Ia., to O'Neill, this state, a distance of 130 miles. The indebtedness amounts to \$2,300,000, \$1,300,000 of which is due the Wyoming company for labor and material in constructing the road-bed. The balance is a mortgage held by the New York company. This latter concern furnished the money to buy the iron and rolling stock.

J. L. Webster of this city represents the claimants, and last night, as soon as he had secured his order for a receiver, he started Mr. Bierbower to Sioux City, where this morning he will take possession of the road and run it in the interest of the creditors. This road, which was built for the purpose of booming Sioux City, was completed by the New York company in 1887, but from the time that the first wheel was turned it has been a dead load upon the hands of the stockholders, who are nearly all Sioux City men.

The road has not only failed to pay the interest on the indebtedness, but has failed to pay enough to keep up the running expenses. Most of the rural abusers on his side, a flourish, but from the time that the first wheel was turned it has been a dead load upon the hands of the stockholders, who are nearly all Sioux City men.

Must Forfeit Its Grant.

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The court's decision is a severe blow to the company, as it means that they will lose the land grant. The company has spent a great deal of money in developing the land, and the loss of the grant would be a financial disaster. The court's decision is based on the fact that the company has failed to comply with the conditions of the grant, and the court has decided that the grant must be forfeited.

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THE KEAN FAILURE.

An Investigation of the Bank According to Agreement. CHICAGO, Dec. 18.—S. A. Kean, doing a bank business under the name of S. A. Kean & Co., assigned this morning as arranged for last night. Fennell, attorney for the banker, says that the failure was the result of the heavy drain on the bank's resources for the past two weeks. Reports circulated to the bank were circulated, resulting in the withdrawal of funds. Over \$200,000 were withdrawn from the bank. While there were plenty of securities in the bank, they were not marketable under the present monetary conditions. The assets of the bank are estimated to be \$1,000,000. The liabilities are \$1,200,000. The assets consist of land scrip, various municipal and other bonds, cash on hand and in the vault, and other securities. The liabilities consist of deposits, notes, and other obligations. The assets are not sufficient to cover the liabilities. The bank is insolvent.

IT DID NOT PAY EXPENSES.

The Nebraska & Western Railroad in the Hands of a Receiver. AN ABSOLUTE FAILURE FROM THE START. A Violation of the Western Passenger Association Agreement by the Missouri Pacific—in Favor of Uniform Classification.

Upon the application of the Manhattan loan and trust company of New York and the Wyoming construction company of Cheyenne, Judge Dunly last night appointed E. L. Bierbower receiver of the Nebraska & Western railroad, running from Sioux City, Ia., to O'Neill, this state, a distance of 130 miles. The indebtedness amounts to \$2,300,000, \$1,300,000 of which is due the Wyoming company for labor and material in constructing the road-bed. The balance is a mortgage held by the New York company. This latter concern furnished the money to buy the iron and rolling stock.

J. L. Webster of this city represents the claimants, and last night, as soon as he had secured his order for a receiver, he started Mr. Bierbower to Sioux City, where this morning he will take possession of the road and run it in the interest of the creditors. This road, which was built for the purpose of booming Sioux City, was completed by the New York company in 1887, but from the time that the first wheel was turned it has been a dead load upon the hands of the stockholders, who are nearly all Sioux City men.

The road has not only failed to pay the interest on the indebtedness, but has failed to pay enough to keep up the running expenses. Most of the rural abusers on his side, a flourish, but from the time that the first wheel was turned it has been a dead load upon the hands of the stockholders, who