

CAUCUSING ON ALL SIDES.

The Independents fix on Taylor of Johnson for Speaker. NO MORE REMUNERATIVE SINECURES.

A Wholesale Lopping off of Super-numerary Employees Talked of—A Combination Clerk and Janitor.

LINCOLN, Neb., Jan. 5.—[Special Telegram to The Bee.]—The morning number of members of the legislature arrived. Among them were Senators Switzer and Shea, and Representatives Brennan, Sternsdorf, Douglas, H. M. Hinckle, of Sarpy and P. B. Olson of Saunders. Congressman McKeighan of Plattsmouth, John C. Allen, the secretary of state-elect on the republican ticket, and John Sherrin of Fremont also arrived. The Omaha delegation repaired to the Lincoln, where they paid their respects to Mr. Boyd, who has established headquarters at that hostelry.

This afternoon at 9 o'clock the democrats held a caucus at the Lincoln. It is said an attempt will be made to join with the republicans in the formation of the house. The caucus was this morning at the Lincoln also, but owing to the small attendance little was done and an adjournment was taken until 5 o'clock this afternoon at the Frank White of Plattsmouth has been chosen for the speakership of the house among democrats.

The independents have been caucusing all day at the Lindell. It is thought not without some assembly of discussion. A caucus of the independents was adjourned after having nominated F. M. Taylor of Johnson as speaker of the house, and C. H. Firth of Lancaster as chief clerk of the senate.

The House in Order.

LINCOLN, Neb., Jan. 5.—[Special.]—The senate chamber and the house of representatives have been cleaned, purified, and made presentable for the opening of the twenty-second session. The desks occupy the places they have stood in for several years, though it is expected some changes will have to be made in the arrangement later. Secretary of State Cowdry has attended to this matter, and there his work ends. He will not attempt to attend to the duties of his office for two years.

BUSINESS TROUBLES. The Deuber Watch Company Makes an Assignment.

CINCINNATI, O., Jan. 5.—[The Deuber watch company, whose works are at Canton, O., which has an office in this city, assigned this evening for the benefit of creditors. Non-secured debts, \$100,000; liabilities, including preferred stock, \$400,000.

Other Failures.

NEW YORK, Jan. 5.—William S. Hayes, dealer in pork and commission merchant, assigned today without preference. NEW YORK, Jan. 5.—The failure of J. A. Warren, a dealer in stock, was announced today.

The Independent Programme.

LINCOLN, Neb., Jan. 5.—[Special Telegram to The Bee.]—The political situation at midnight is still unsettled. The independents have caucused all day, and are still in session. Their actions are not yet fully known, as their progress has been slow.

PLAN FOR PARCEL POST.

Outline of a Bill Introduced by Representative Taylor of Chicago. IT WILL HURT THE EXPRESS COMPANIES.

The House Committee on Postoffice and Agri-agree Upon a Favorable Report to Extend the Free Delivery System. WASHINGTON BUREAU THE OMAHA BEE, JAN. 5. 433. REPRESENTATIVE TAYLOR OF CHICAGO introduced a bill today which is designed to put the postoffice department in competition with the express companies to a certain extent. It provides for the establishment of what is generally known as the English parcel post system.

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By a smart and very unexpected maneuver the bill displaced the senate bill. The friends of the measure are of the opinion that it will be passed by an amply margin. It has been the custom since the time of James Buchanan to refer the bill to the chair after the morning hour, and the consideration of the election bill was resumed at 10 o'clock and he went to his private room.

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THE BEHRING SEA DISPUTE.

Further Correspondence Sent to the House by the President. REPORTED MASSING OF WAR SHIPS.

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The correspondence consists of a letter from Lord Salisbury to Sir Julian Pauley, dated August 2, and one from Secretary Blaine to the same minister December 11. Both have copious appendices made up of past correspondence on the subject. Lord Salisbury's letter is confined to a discussion of the Russian Ukase and the treaty of 1825. He argues that Blaine has misinterpreted the Ukase and declares that the history of the case shows that the English always denied Russia's claim of maritime jurisdiction in the Behring sea; that the convention of 1825 was a renunciation of that claim, and that the Ukase was not then in force.

Blaine's letter begins with insistence upon the correctness of the position assumed by the United States. He believes the contrary every turn upon one point—whether the phrase "Pacific ocean" used in the treaty of 1825 included the Behring sea, as contended by Great Britain, or whether it included the Pacific ocean only. He believes the contrary her case is complete and undeniable. Therefore Blaine holds that the Russian Ukase is null and void, and that the Behring sea is open to all nations.

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A MERRY WAR AT BEATRICE.

The Rock Island Quiesce, a Mare's on the Union Pacific. ALL RAILWAY INTERSECTIONS BLOCKED.

BEATRICE, Neb., Jan. 5.—[Special Telegram to The Bee.]—The morning telegraph in this city today and last night foretold the magnitude and obstinacy of the fight between the Rock Island and Union Pacific railway companies, in which the latter is attempting to abrogate the contract by which the former secured the right to use a part of its tracks between this city and Lincoln when operating its Omaha-Beatrice extension.

As stated in Friday night's special from here, the Union Pacific anticipated the Rock Island and put in a derailing switch at the intersection of the two roads and placed a guard over it. Yesterday was the day announced for the opening of the new line, but it was practically impossible to them the Rock Island made an attempt to get trains over it until last night. By a bit of strategy the switch guard was induced to leave his post of duty and a train, held in waiting, not across the switch, caught up a couple of freight cars used as an obstruction, and before their opponents were fairly awake and sped on by the Union Pacific department the train stopped, the conductor called for his orders and got only an order to get out of the way.

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