man and was not familiar with such sub Dickinson was recalled and asked as to the practice the management followed as to giving the employes coal at reduced rates. He stated that the management gave the employes the benefit of reduced rates on coal amounting to from 50 cents to \$1.25 per

Judge Caldwell asked if the coal was sold at a loss to the company, to which the wit-ness replied that while there was no loss it was at about cost. Then Mr. Dickinson proceeded to explain why increased tonnage would not increase the work of the em ployes, which is a well known railroad propo sition. Attorney Hodges asked the wit-ness about the water supply and the water rents charged as, for instance, at Green River. Mr. Dickinson stated he was not familiar with the charges, as it did not

ome into his jurisdiction.
Mr. Vroman was put on the stand for the purpose of testifying as to the Gallagher circular sent out from Idaho. He stated that the engineers had no part in sonding it out. The engineers never had strike on the Union Pacific. In respons to a cross-examination Mr. Vroman stated these rules were a part of the written laws of the order. They were a part of the secret manual and could not be brought into court for inspection, though the facts were

EXCESS MILEAGE AGAIN. E. C. Clark, grand chief of the conductors, vas put on the stand and stated his position in the order, that he had Jurisdiction over the order. The engineers never had a the entire continent. He worked one year for the Union Pacific, from 1881 to 1882. He had been present at most of the conferences with the company for the past five years in the matter of overtime and excess mile-age. Up to a few years ago the system of pay was by the month, but in 1886 the mile-age system was put in force. On but three divisions on the system was excess mileage allowed conductors. For going over to Council Riuffs they were allowed four miles from Cheyenne to Laramie same was also an allowance. These allowances were made on account of it being mountain roads, and the duties were more arduous and the principle was recognized on all mountain roads either by excess mileage or higher rate of pay. The rate of 3 cents per mile for valley roads was almost universal us far cast as Philadelphia. He did not think there was any rate in force on the Union Pacific which was not exceeded by roads similarly situated. The average the Union Pacific west of Cheyenne was 3.34 per mile. On the Northern Pacific, Great Northern, Rio Grande Western, Colorado Midland, Southern Pacific it was 3.50, not including excess or constructive mileage. On the Santa Fe it was 3.39, which shows the wages on the Union Pacific were not equa to its neighbors. The other places where excess mileage was allowed were from

Ogden. The first schedule was adopted in 1890 after a conference with the officers, but the Pacific division was not represented and their schedule was fixed later.

excess mileage was allowed were from Denver to Cheyenne and from Salt Lake to

Mr. Clark stated there were several places where the engineers received excess mileage, while the trainmen did not. He did not believe in taking it from the engineers, but thought it should be allowed the trainmen

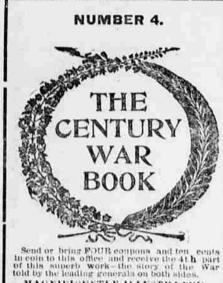
In response to a question by Mr. Thurston Mr. Clark stated their organization represented fully 90 per cent of the conduct on the system, and no one else had a right o speak for that branch of the service. Mr. Clark was asked if he thought the organization, of which he was a member had increased the efficiency and character of the men in the service, and he stated he

Mr. Dickinson stated be was convinced this was true in regard to all these organizations. Mr. Dickinson stated he was in doubt

as to the accuracy of the figures of comparative wages presented by the men, and at the suggestion of the court Mr. Buck-ingham and Mr. McConnell were appointed go over them with the men and report as to their accuracy. PAY ON MOUNTAIN DIVISIONS.

M. W. Hall of the engineers was put on stand to testify as to the conditions which caused the advance in rates of pay on the mountain divisions. He stated the reasons were that the former compensation was not adequate for the services performed. The rates were granted because the company could not keep competent men at the rates paid. He read from a sheet put out by the company at that time, which explained it more fully. The circular stated the character of the road, which was described as having heavy grades and sharp curves, which were difficult and dangerous to run over.

Mr. Hall was asked to sate the com-parative differences between the old and new schedule. He stated the new schedule



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made a reduction of 28.08 per cent on a Mr. Wood was not a practical operating passenger runs and 27.01 on freight runs from Cheyenne to Laramie if they went over the run once. If they doubled there would be a reduction of 43.04 per cent. On Nebraska divisions it would make no re-duction. On the Denver & South Park division the rates of pay per hour were much less than on the Nebraska division.

even though the rate of pay was higher, owing to the slower time made. In regard to cost of switching in the Denver yards, which were the largest on the system, he said these yards were three-rail yards, to permit of the handling of both narrow and standard gauge cars. This condition required much greater caution in handling the cars in the yard. The Denver & Rio Grande at Denver pays the same rates at Denver, and these are the only three-rail yards in the city. Comparing the South-Park with other

mountain roads, he stated the line was very crooked, some of the curves being as high as thirty-two degrees, and the entire road is a succession of curves, with grades averaging 187 feet to the mile where mountain rates are allowed, and on the Leadville and Gunnison run the grades, many of them, were over 200 feet to the mile.

The Colorado Midland, which runs between the same points, is 210 miles long. which extra distance is run over to avoid the heavy grades. That road allowed \$4 for forty-four miles of mountain road and paid \$4.75 per hundred miles for passenger entineers for other roads. The South Park paid \$3.65 per hundred miles. Freight engineers received on the Midland \$5.11 for forty-four

mountain miles.
The Denver & Rio Grande paid on the Leadville run \$4.35 per hundred miles.
Judge Caldwell asked if the witness heard what Mr. Vroman and Mr. Clark stated in regard to strikes, and he said he did. The judge asked him what he had to say in regard thereto, and he stated those gontlemen expressed his sentiments exactly and that he thought that was true in regard to all the

Daniel Breese of Laramie was put on the stand. He stated he had been on the system as an engineer since t1870 and was familiar with the conditions of the Wyoming division as compared with the section east. He stated the country was mountainous, rang-ing from an elevation of 7,000 to 8,300 feet. The winters were long and severe. The cos of living was much more there than here; from his best information it was 33 per cent more. He claimed the duties of engineers had increased, as the class of engines was the largest used anywhere. The Northern Pacific paid \$4.75 per day on that class of engines. If they doubled the run every day the reduction under the new schedule would reduce the pay of engineers \$47 per month. It took almost as long to run fifty-six miles on that division as to run 110 on the Nebraska division.

Judge Gantt offered to introduce in evidence a bundle of freight bills to show that freights were higher to that section than on roads east, which caused an increase in the cost of living, as these men were con-The officers of the company admitted these facts and the matter was dropped. TELLS HOW THEY QUIT.

Mr. Vroman was recalled to explain how the engineers proceeded when they were about to quit the service of the company. The section of the laws was read, which wa in effect as stated in his testimony in the

The witness then presented in condensed form his comparison of the wages paid on the Union Pacific with the Central Pacific. The average on the Union Pacific west of Cheyenne was \$4.46, and on the Central Pa-

J. A. Randall was then sworn on behalf of the engineers employed on the Pacific division. The pay was at first \$120 per month of twenty-six days. It was then changed to \$4.62 per day of 100 miles run and proportionately for more than 100 miles. In March 1889 the schedule was changed to a mileage basis, the same as was in force on the Union Pacific, and after some con-ference the rate was fixed at \$4.30 per 100 miles. The excess mileage feature was re-tained in the schedule. In some portions it dangerous to the men. In some portions there were heavy grades and in some parts over the sand flats the drifting sand made it both unpleasant and dangerous. Where the road followed the base of the cliffs falling rocks very often caused serious wrecks. On one division of eighty-eight miles there was not a mile of straight track in one place and only two miles of level road. The cost of living at Portland was about same as in Omaha, but inland from

there the cost of living was at least 15 or 20 per cent higher than at Portland. J. D. Matheson was sworn. Was an en-gineer running on the Pacific division from Umatilla to Huntington. In the 218 miles on the division they ran over three ranges of mountains and the grades were very numerous and very steep, ranging from forty-five feet per mile to 116 feet. The road also contained many bridges and was very crooked. During the winter eleven feet and seven inches of snow fell on the mountain

Albert Flood of Rawlins was the next witness, who testified the winters were long and severe and the cost of living was very high. He earned on the average \$135 a month; had lived plainly and only been able to save about \$100 a year.

judge asked if Mr. Clark and Mr. Buckingham had completed their computaion on the comparative statements of wages, and they stated they had not.

Thomas Wechter, a fireman, whose run is from Cheyenne to Laramie, stated he shoveled an average of nine ton of coal on the run. On a level run it would require about two tons. It formerly took two engines to the work the one big engine now does, and the fireman only gets the same wages and the fireman only gets the same wages each of them used to get for firing the smaller engines. There was no let up in shoveling coal until the train reached the top of the hill. The 1,600-class engines now hauled eighteen freight cars, while two 1,200-class engines formerly only hauled twentyfour cars. It took about fifteen fons of coal on a freight run to double the run. The average time of a passenger run over the division was three hours and of a freight

Mr. Harper asked Mr. McConnell if it was true, as stated in the report, that the company paid its engineers and firemen \$312,-210,60 less in 1893 than in 1899, while the tonnage had increased. He asked Mr. Mc-Connell to explain how this could be if the wages of the men had not been decreased or their duties increased. There was, Mr. McConnell stated, a decrease in train mileage of about 4,000,000 miles. The engines were enabled to haul this much more by reason of changes in the build of the en-gine. In response to a question Mr. Mc-Connell stated that 700 less men hauled a greater tonnage and burned \$7,000 less tons of coal owing to these changes.

PETRIE FOR THE FIREMEN. C. A. M. Petrie was sworn and stated

that he was a fireman and was chairman of the grievance committee of their order. He stated that the engineers had gone over most of the ground and in the main what affected one affected the other. Referring to Mr. McConnell's statement that the rates of pay had been increased almost one-half in ten years he stated that in that time injectors had been substituted for pumps, steam heaters lubricators and steam brakes had been put in, all requiring the use of steam and making the fireman's work that To show that the claim o men that the increase in the size of the engines necessitated the burning of more coal Mr. Petris stated the coal and water carrying capacity of the tenders was about double that of the old and smaller engines formerly used on the system. The rate of wages had not been increased on the class of engines formerly used exclusively He denied that the firemen had ever used threats and said they had gained all the concessions they had received in friendly conferences. He stated that the firemen had from one to six hours work, according to circumstances, in cleaning up their en-gines after the end of each trip, for which have realized per compensation. In answer they received no compensation. In answer to a question the witness said the firemen had never struck on the Union Pacific. The old rules, he stated, were generally satisfactory to the firemen. In response to a question by Mr. Thurston the witness states that his organization was the only one having authority to represent the firemen

Mr. McConnell was recalled in rebuttal and stated that formerly the firemen had many uties to perform which they did not now have in the way of cleaning engines. He stated that the old engines were smaller and did less work, but burned about the same amount of coal as those now in use. The new ones had so much more heating surface

that they developed more power out of the

Mr. Vroman was recalled and explained effects of morphine.

how he arrived at the average rates of pay STILL GIVING HER THE LIE

"You have received many telegrams from

I never was in the habit of preserving

"So that of all your correspondence with the plaintiff, extending over nine years, you have only this letter?"

THEIR FIRST PRIVATE TALK.

or sociology I would not care to answer. If you ask me if I would advise a young

woman who had sexual intercourse with

"Oh, it would not injure him so much

as the woman. Society looks upon these

things differently. If a young man should come to me under certain circumstances I

"Did you take the Christian Endeavor

"Never. To be candid, I will say that I was twice invited to deliver an address at

the annual meetings in New York and Montreal, on 'The Possibilities of the Pres-

By further questioning Mr. Wilson elicited

the information that the colonel last June had delivered a speech to a woman's society

in Nashville and had been presented with a busket of flowers. He denied that he had

said he had no wife to present them to, and,

he had said, but Mr. Wilson would not per-

"Are you a member of the Masonic fra-

"You knew Miss Pollard's father was a

"Are there any obligations to protect the

The cross-examination then took a turn on the various authors which Colonel Breckin-

ridge had read, and he asked what object Mr. Butterworth had in view when

e asked the colonel about George Elliott.

COMPARED TO GEORGE ELLIOTT.

Breckinridge, "that she considered the life of George Elliott with Mr. Lewes a protest

against mawkish sentimentality concerning what were often considered improper rela-

tions, and she had rather live as George

Elliott did than to sew on buttons, churn butter and live the life of a woman in some-

what strained circumstances on any farm."
"You mentioned Gaprice Elliott to place the

plaintiff in the same category with her and

Elliott and Lewes." (Very coolly.)
In the course of this examination, Colonel

"From what I know of the plaintiff and of Burns, I don't think it would hurt the

After Colonel Breckinridge had admitted that he was in good health at the time of

his ride with Miss Pollard and had no throat trouble or chills, Mr. Wilson asked whether

it was not a rather unusual proceeding to

select a closed carriage for a drive on a hot summer evening, to which the colonel re-plied: "Oh, I don't think it was," and the

there been anything done of a suggestive

"Well, I cannot answer that definitely

There was no particular word or act that

could lay my hand on. There was something

internally that moved me to it. If she had reproved me I could not have said, 'You

have encouraged me, and yet I would have been surprised if she had resented it."

long were you in that position?"
"Oh, I cannot say."

'And was it talked about?"

n school makes it all the worse

buke from the judge).

n your arms?'

that occasion?

ider seduction?"

offer her money.

Well, when you drew her to you how

Nothing was said." (Laughter and a re-

"I want to know how long you held her

The transaction could not be stated as

o time; it was all one transaction. I took

her in my arms, drew her across my lap, drew her to me. It was all one action."

"You were a man of 47, and she a girl of 17 to 21?"

with the domestic surroundings I then had.

IS PENITENT NOW. "I cannot frame words too strong to char-

or even defend it, and all the hell I have

"Then I understand you to say that the

normity of the act cannot be overesti-

There is but one punishment which I

have not deserved, and that is to marry the

voman who was concerned in the act."
"As a lawyer, since you claim you did not seduce her, will you tell us what you con-

"I mean to say I did not seduce her by protestations of love or reward; that she did not come to me a maiden nor a virgin; that

did not seduce her in the physical sense

otherwise, nor in the lower sense that I did

Describing the interview on the train, he

stayed over in Lexington would not she meet me, and asked if there was any place she could go, she said she could go to Sarah Guess' house, and with some surprise I asked: What do you know about Sarah Guess?" She

aid Mr. Rhodes bad once tried to get her

to go there and she did go as far as the gate, but did not go in." I "Nothing had been said about your meet-

we met there was some sort of an indefinite look, something more than a formal admis-sion. Miss Pollard had known the way to the house," he continued, and then in re-sponse to questions as to his going home to

dinner and returning to the assignation house, he responded contemptuously: "I did; I did," with bowed head.

HOW HE KNEW MRS. ROSE.

After going over the visit to the house of arah Guess on Sunday night, the lawyer

asked if Breckinridge had taken Miss Poliard to the house of Mrs. Rose in Cincinnati when they went there. He repiled: "I want to be

Nothing had been really said, only when

When I suggested to her that if she

that she came to me a maiden and I left

uffered since then I have deserved.

"That was all true. No man in America id less excuse for such an action than I.

'And the fact that she was a young girl

have not attempted to

"Did you give her any friendly advice on

When you put your arm around her had

of Lewes with George Elliott?

Breckinridge said:

plaintiff to read Burns."

compare your relations with her to those

"Well, the plaintiff said," continued Colone

I wanted very much to deliver

ent Age.' I wanted ver that, but was prevented.'

Mason!

Fellow.

and it was sustained.

'Would it not hurt the man?'

"It seems so.

on the Union Pacific and Central Pacific.
Mr. McConnell claimed that modern appliances had lessened the work of engineers (Continued from First Page.) and also the dangers attendant upon their been there before you went there with the occupation. Mr. McConnell gave a statement of the amount of money some of the en-gineers on different parts of the road earned "Each of these statements are true." and from the figures quoted be was asked by Mr. Vroman if the engineers on the prairie "You have received a great many letters from Miss Pollard?" "I have."
"And you are offly able to produce of all divisions did not actually earn more proney than the men on the mountain runs, even al-lowing the latter the excess mileage, but he of them this wooden or dummy letter?"
"I do not admit that it was a dummy

answered he thought not, except in some exletter. After the relations which grew up between the plaintiff and myself on the Mr. Thurston called S. D. Clark, one of the trainmen, and asked him if any other organization than the one of which he was a first of August, 1884, I did not want to pre-serve the letters, because of many refermember was authorized to represent that branch of the service, and the witness ences in them." the plaintiff? said no.

The court inquired whether there were any other rules concerning which testimony was to be introduced and was informed that the determination of the rules which had been the basis of all the discussion so far would settle all the points at which the men and the receivers could not roadily asttla.

The court was asked to make an order that whatever result was arrived at should oper-ate and extend to the Grand Island road and some others which were in charge of the receivers, but which were not now operated under the same rules and schedules. The court stated that the order would be se

The lawyers on both sides then announced that they did not wish to argue the case, but would submit it just as it was.

The court then ordered that, as the me had been brought here by the order of the the receivers should pay them their

wages during the time they were necessarily

here and also their board while they wer The court also ordered that all the plead ings, evidence and rulings of the court, including the final judgment when it is en-tered, should be printed, and 500 copies there-of should be provided for the use of those who might need them. Court was then adjourned until Thursday

morning, when the court's opinion will be

MR. CLARK LEAVES TODAY. Will Spend His Vacation at Cambridge, Pa.

-Kind Words of Employes.
President S. H. H. Clark of the Union Pacific, following the peremptory orders of Judge Caldwell, leaves today on his vacation. Mr. Clark goes to St. Louis first and will be accompanied by Receiver Frank Trumbull of the Union Pacific, Denver & Gulf, who has business connected with the Missouri Pacific. After a rest of a week or so, possibly a fortnight, Mr. Clark will go to Cambridge, Pa., on the main line of the Erie road, where the senior receiver of Union Pacific hopes to regain health the Union Pacific hopes to regain health amid the romantic surroundings of that justly famed summer and winter resort. Among his friends it was thought Mr. Clark would make a trip to the continent, but Mr. Clark said to a representative of The Bee; "It would be like a prison to me to go to Europe without my friends, and I chose Cambridge as a middle ground, a place which greatly benefited me last summer."

Yesterday the representatives of the fed-Yesterday the representatives of the federated trades called upon the representative head of the Union Pacific and expressed their regret that ill health caused him to drop the reins of government at this time. One grand chief said: "Fifteen thousand men go with you, Mr. Clark, on your vacation, all praying that you may come back to the system which you have made-one of the strongest railroad properties in America, handicapped, as you found it, stronger in body and better able physically to work out reforms which we recognize are inherently a part of your railroad nize are inherently a part of your railroad Diskinson will probably have direct

Mr. Diskinson will probably have direct control of the system during the absence of his chief, and it may be that Judge Caldwell will call him to assist the court in the management of the trust estate, for no federal judge upon the bench has had more knowledge of railroad receivership than the man who is now arbitrating the question of wages on the Union Pacific sys-

Significant Suggestion.

In an informal talk after the court adfourned Judge Caldwell stated that it was essential that any grievances that the men might have should be heard and determined, but that such matters took up much of the time officers of the road, and asked Mr. Dick-inson if it would not be a good idea to have a man on a system which employed so many men as the Union Pacific whose sole duty it should be to hear and determine such differences and report his findings to his superiors for approval. Mr. Dickinson stated that that had been discussed by himself and others of the officers, but no action had been taken on it, though they all realized such hearings took up too much of the time of the officers to enable them to properly look after their other duties and give these hearings the time that they should have. Judge Caldwell then suggested that himself and the men agree upon some man for this purpose and he would in all prob-ability appoint him to that position. This

plan, if it is put in practice, will be an innovation in the railroad business. TELEGRAPHIC BRIEFS.

The republicans have carried Cincinnati in municipal election by a big majority. The Daily Telegram, a new penny paper, will be issued from Boston in a short time. One thousand five hundred Chicago plumbers struck yesterday because of a proposed reduction in wages.

Municipal elections in Minnesota have generally resulted in victory for the republicans.

The city election at Grand Rapids, Mich. esterday resulted in an overwhelming victory for the republicans. The annual banquet of the Iroquois club,

he prominent democratic organization of Chicago, was held last night. The United States man-of-war Alliance has reached Montevideo. She made the voyage from Callao under sail.

Dr. E. A. Anderson, union labor candidate, was elected mayor of Ironwood, Mich., by an overwhelming majority yesterday. John Martin of Paterson, N. J., is being sued for a divorce by his wife, who was married to him under peculiar circumstances. Reports from many sections of Kansas indicate that the winter wheat badly damaged by the late cold

weather. In the city election at Hartford, Conn. yesterday, the entire republican ticket was elected, and in other cities of the state the

same result was obtained. Returns from the different cities in which elections were held in Ohio yesterday show that the republicans have been successful

throughout the state. All the miners in the district at Lehigh, I. T., knocked off work yesterday after re-fusing to accept the 10 per cent reduction proposed by the operators.

Rear Admiral Walker, accompanied by his ecretary, Mr. Wood, and Lieutenant Com-nander Stanton, arrived at San Francisco yesterday on his way to Honolulu. Three hundred miners at Coal Hill and

Denning coa! mines of the Western Coal and Mining company of Arkansas struck yester day against a 10 per cent reduction. The independent city ticket nominated in favor of woman suffrage was elected by a large majority at Nortonville, Kan., yester-day. Two-thirds of the women of the town

The general term of the court of commo leas of New York has affirmed a judgment or \$10,000, obtained by Anna E. Swinarton of Chicago against George L. Boutellier for the loss of an eye.

In a botier explosion in Monroe county, near Tompkinsville, Ky., Alexander Ritter, the owner of the mill, and two others named Fowler, were instantly killed. Others were badly injured.

General Schofiel! Robert T. Lincoln and leorge M. Pullman arrived at Salt Lake yesterday. They called on Governor West and then spent the remainder of the day visiting points of interest. Moreni Duncan, a stockman, formerly warer of the Rock Springs Review, Wyo-

ming, perished in the blizzard which swept over that state last week. Duncan was going to his ranch when overcome by the atorm. His body was found half eaten by coyotes seventy miles from Rock Springs. Six weeks ago Christopher W. Wilkey and agreement to commit suicide. The two men had been in ill health for some time. Wilkey was found dead in his bed the next morning.

candid, and I will say frankly that I did not take her in the sense of going on the same train, but we had made the arrangements to go in Lexington." This was in October The colonel had known her in Louisville Saturday Wella was found dying from the where she kept a cigar store, but "not in an improper manner and under circumstances

involving another person and in his capacity as attorney. I had met her on the street, we had shaken hands and she knew I knew

THE PUREL A RELAXED TO THE

certain things about her which I had obtained professionally, and she gave me her card." "When was that?" Mr. Wilson inquired. "About eighteen months before."

"And you kept her card all that time?"
"No, I knew her name and looked it up n the directory,"

"How long were you there that day?"
"Perhaps half an hour; maybe an hour."

Was that the only time you two were "Guess not." "How many times?"

Perhaps four or six times during the two voner. Later, in speaking of the visit to Sarah Guess, he said: "Every arrangement, as I re-member it, was accidentally made. When we went to Sarah Guess' there was never any igreement to meet there at any future time, out we would meet on the street, and from these accidental meetings would come ar-

rangements to visit Sarah Guess. "From whom would the solicitations to visit there come?" Mr. Wilson asked. "There were no solicitations; we would eet, walk along together, and the matter meet, walk along would be arranged.

Replying to a question as to what con-cersation passed between himself and Miss Pollard at the seminary during their first neeting, Colonel Breckinridge said: "There is an impression on my memory, although cannot remember her language after ten "Did you have a sister in Lexington by the name of Louise?" asked Mr. Wilson, after Mr. Breckinridge had declared he had not corresponded with Miss Pollard in 1886. years, that she said she had given Rhodes even a higher proof of her intention to "I never had a sister by the name of narry him. Then I told her that she ould not afford not to marry him." Louise," was the reply. "Do you know a woman in Washington by the name of Louise Lowell?" "And that same rule would apply to a nan, under the same circumstances?"
"Well, that is a question of casuistry

HIS MEMORY FAILED.

Colonel Breckinridge looked puzzled and leclared he knew no such person Then to Mr. Wilson's question whether he woman who had sexual intercourse with a man to marry him I would say yes; but with a man it would be different, for the knowledge of it by the public would destroy the woman and would only injure the man." membered a typewritist, whose machine was in the corridor of the capitol between the rooms of the house committee on postoffices and the committee on printing, said there had always been a typewritist and stenographer there, but he could not remember her name; if she was produced he might not recognize her. "You have said you wrote no letters to er in 1886. Now did you dictate to that

would advise him to marry a woman; under other circumstances I would say to him better death or hell. I am not talklady in 1886 a manuscript letter, beginning 'My Dear Sister,' and ask her to render it ing of the justice."
"Oh. no," interrupted Mr. Wilson with a into typewriting? "I decline to answer that unless you show me the paper you are asking the question from. I have given you notice to produce all the letters you have from me contemptuous air, "I was not asking you about justice. Are you a member of the Christian Endeavor society?"

and you have said you had none."
The colonel was for the first time getting somewhat excited. It will be remembered he had denied the statement of Miss Pollard that he had addressed letters to her under the name of Louise Wilson. torneys, Major Butterworth and Colonel Phil Thompson, backed him up in his re-fusal, but Judge Bradley decided the ques-

tion was a fair one. "Since I have no recollection of a woman named Louise Lowell I cannot remember having sent any letter to her," was the Of course I have a very large reply. correspondence. I have a sister-in-law named Louise, the wife of General Breckinridge, but since she is called Lou in the family I don't think I could have written her in that way."

The sparring then became warm. "Let me see the letter," persisted Colonel Breckinridge. BOTHERED THE COLONEL.

"I did not; I knew that he was an Odd "That will come out in due time," remarked Mr. Wilson, coolly. "Now, to refresh your memory, did you widow or daughters of members growing out of membership in those orders?" not in that communication refer to the dis-parity of ages between yourself and your Phil Thompson objected to this question dear sister Louise?" More protests that the letter should be produced, to which Mr. Wilson said: "For

the comfort of yourself and your attorney I will say the manuscript was returned to "Well, now, you need not make state-ments, for I don't know anything about it, anyway," interposed Colonel Breckinridge, visibly nettled.

"And to further refresh your memory," continued Mr. Wilson, "did you not say how anxious you were to get back and meet your dearest sister once more?"
"I have not the faintest recollection of such a letter and I don't care to discuss it. If you will bring the Lowell woman here, if there is such a woman, and let me see whether I have known her, or her testimony is a fabrication like that of Sarah Guess, I can tell you."

"That will be something for the jury to pass upon," remarked Mr. Wilson, and then he asked him if he had not, after two or "Oh, no; my relations with the plaintiff were much more improper than those of

three months of this correspondence, cautioned his dear sister Louise not to leave the letters around, as curious persons might search bureau drawers. 'I never, under any circumstances, wrote any such letter," replied the colonel, and then he tapped the witness box sharply, as he

asserted: "If any such letter is in evidence it is a forgery; if there are any more such they are forgeries.

More objections were made by Messrs. Butterworth and Shelby against the right of Judge Wilson to catechize the witness, line upon line, upon a letter not in evidence, to which Mr. Wilson replied that since the defendant has denied ever having written to Miss Pollard he had a right to test his memory on sthat point, and added: "I will say frankly, we have not the manuscript here and I don't tell the court upon what evidence I base questions."

"Now, my brother Wilson is getting to arguments, as he always does," said Mr. "Well, if you object, I will drop it," said

Mr. Wilson. "Now, that is not a fair way of putting

Now, that is not a lair way or putting it, I insist," continued Mr. Butterworth, "to say that I object."
"I will pass it until tomorrow morning," said Judge Wilson turning from the point. "And I will ask whether that lady addressed nvelopes in the year 1886?" "I can only say, if you bring the lady here "I can only say, it you bring the lady here I can tell you whether she ever did work for me. Several women, or females, have done typewriting in Washington, but I don't remember this particular one."

"I will ask you whether you did not bring to her in the spring of 1886 a packange

of a dozen envelopes, somewhat yellowed by age and of different dates, and having her address 'Miss Pollard, No. 7 Upper street, Lexington, Ky."

Colonel Breckinridge was very strenuous in his denial. "I never, under any cir-cumstances, had any such envelopes ad-dressed and I do not know the woman who says so," he asserted positively. The court here nodded for an adjournment.

SOME NOTABLE DEATHS.

Prof. Brown-Sequard, the Famous Physician, Responds to Gabriel's Call. PARIS, April 2.-Prof. Brown-Sequard, he eminent physician and physiologist, the inventor of the supposed elixir of life, died today. His father was an American, but he was born in the island of Mauritius in 1817.

LONDON, April 2.-Major Henri Le Caron, the British government spy, whose death was this morning, died of an internal tumor.

TRENTON, N. J., April 2.—Right Rev. Michael O'Farrell, bishop of the Catholic diocese of Trenton, died early this morning diocese. View General

When they met on the train enroute to Lexington the next day, Colonel Brackingidge said, he had not known Miss Pollard was to be on the train, and supposed she could not know he was there? at the episcopal residence. Vicar General McFaul was with him in his last moments YORK, Neb., April 2.—(Special to The Bee.)—Hon. Lee Love, one of the earliest settlers and most successful business men of this city, died at the home of his father this morning of cancer of the stomach. He was 44 years of age and has resided in this city the past twenty years. He has many positions of trust and no man stood higher in the esteem of those who knew hin

> TALMAGE, April 2 .- (Special to The Bee.) Duncan Livingston died at his home, seven miles southwest of Talmage, Tuesday, after a lingering illness. He was one of the first settlers of Johnson county. He leaves a large estate, consisting of 2.700 arces of and, besides much city property in this and BEATRICE, April 2 .- (Special Telegram to

The Bee.)—George B. Phelps, for nineteen years a resident of Gage county, died in this city yesterday evening. He had for years operated a hack line here, and was an esteemed citizen. Heart disease was the ause of death. CASPER, Wyo., April 2.—(Special Tele-

gram to The Bee.; Rev. William E. Ferguson, the Methodist minister stationed at this place, died last night of pneumonia. He came here recently from Brooklyn, N. Y. BOONE, Ia., April 2.—(Special Telegram to The Boe.)—Eugene Favre of the Poone County bank died suddenly in the city library at 2 p. in.

DeWitt's Little Early Risers. Small pills, safe pills, best pills.

COKE STRIKERS USE FORCE

Demands for Increase in Pay Backed Up by Threats of Violence.

WILLING WORKERS DRIVEN OFF BY MOBS

Men Who Did Not Want to Join Beaten and Compelled to Leave the Furnaces -Heavily Armed Deputy Sherlifs Guard the Works.

UNIONTOWN, Pa., April 2 .- (Special Telegram to The Bee.)-Coke workers and operators were alike surprised this morning, the former that the strike was not so formidable as they expected, the latter that there was any strike at all. Only about one-fourth of the works of the region joined in the strike, many holding back to await the action of the district convention this afternoon.

The strike was ushered in about 4 o'clock this morning, when 300 Slavs, Italians and Poles, armed with revolvers and clubs, marched from the Wheeler and Morrell works of the Cambria Iron company to the Humphrey, Anchor and Hill farm works at Dunbar and drove the workmen off the yards. Several shots were fired and the nonstrikers fled for their lives. The strikers out the hose and threw it into the ovens Several of the worst ricters were captured by the officers and lodged in jail.

by the officers and lodged in jail.

At the Oliver works, near here, the men struck and left 1,500 tons of coke to burn up in the ovens, and when the company tried to put men to work to draw this coke the strikers beat the workmen from the ground. The company officials have nottined Sheriff Wilhelm that they demand protection while they can draw this coke and save it from destruction.

WHERE THE AMERICANS COMESTING WHERE THE AMERICANS COME IN.

save it from destruction.

WHERE THE AMERICANS COME IN.

The works of W. J. Rainey of Cleveland have always run regardless of strikes, but the foreign element at his Moyer works joined the strikers this morning. Their places are being filled with American workmen, and the company says that hereafter the English speaking men will be given the preference. The foreign workmen were first brought to the country to break a strike, and because they were thought to be least liable to join a strike. They are now the most determined and vicious of strikers. They are enthusiastic in the present movement and most of the American workmen are forced into the strike from fear of violence at the hands of foreigners. The delegates to the district convention at Scotdale today were much divided in their views, Some favored a strike at all the works, others at the works not paying the Frick scale, while still others wanted to declare the strike off until the organization could be perfected and the men be better prepared for a general battle when the conditions are more favorable. The strike feeling predominated, however, and the convention finally adopted a resolution declaring the strike general. The demand is for 90 cents for 100 bushels for mining and 12 per cent advance on the Frick scale for all other work. and 12 per cent advance on the Frick scale for all other work. SURPRISED THE FRICKS.

SURPRISED THE FRICKS.

The Frick company is the most surprised, as it has an agreement with its men and had no idea of the strike extending to its works. Several of its plants joined the strike today, however, and the labor lenders predict that by tomorrow or next day all the works of the region will be in the strike. Mass meetings will be held and addressed by the leaders, also by members of the executive board of the United Mine Workers of America, who are aiding the movement.

Workers of America, who are aiding the movement.

There is an unusual feeling throughout the region tonight for fear of violence. At the request of the companies Sheriff Wilhelm has sworn in fifty deputies at Italney's Moyer works. An official of the company this evening said: "These deputies are all heavily armed, and if the strikers attempt to interfere there will be bloodshed." The sheriff also swore in a number of deputies at several of the other works. It is feared that the governor will in the end be called on to order out the state militia, as in the great coal strike of 1891.

WAGES ON THE WABASH CUT. Men in the Train Service Notified of a

Heavy Reduction in Pay. SPRINGFIELD, III., April 2 .- (Special Telegram to The Bee.)-Notice of a reduction in the wages of the Wabash trainmen, to take effect the 1st of the coming month, has been posted in the offices of the company along the line of road. The proposed cut applie to engineers, firemen and conductors. Pas senger engineers are to be cut from \$3.50 to \$3.15 per 100 miles, freight engineers from \$4 to \$3.60, local freight engineers from \$5 \$4 per day, local freight firemen fro \$2.75 to \$2.25, passenger firemen \$1.75 per 100 miles and freight firemen \$2 per 100 miles. Conductors are cut in about the same pro-

J. B. Barnes, superintendent of motive power and machinery, the only general officer who is located in this city, when asked about the matter, declared that the cut was rendered necessary by the depression in bus-iness. The order does not extend to switch-As it extends over the entire system and the men have not yet had time to sider the matter, it is impossible to say what the effect of the order will be.

Cure indigestion and billousness with DeWitt's Little Early Risers.

Many Criminals Sentenced. YANKTON, S. D., April 2.- (Special Tele gram to The Bec.)-Yankton county holds the palm up to date for having contributed the palm up to date for having contributed the greatest number of prisoners to the state penitentiary from any one term of court since the Dakota territory was organized. During the circuit court term which closed today six men were convicted of crimes ranging from grand larceny to assault with intent to kill, and five of them were sentenced to serve ten years each in the penitentiary. Since January 1 ten men have been sent to the state prison from this county.

this county.

Robbed in the Postoffice. WICHITA, April 2.—Saturday evening Anna Davis was held up at the postoffic and robbed of her pocketbook, with considerable money in it. She grabbed the thief and shouted for help. He struck her down and made his escape by running and mixing in the crowd. Yesterday Detective Woods captured the thief, who gave his name as Frank Winscott. Robbery being committed on government property lays the thief liable to federal jurisdiction and he will be turned over to the United States

Movements of Seagoing Vessels April 2. At Boston-Arrived-Pavonia, from At Liverpool-Arrived-Ohio, from Philadelphia.

Yankton Republicans Win YANKTON, S. D., April 2 .- (Special Telegram to The Bee.)-In the municipal election held today the entire republican ticket save one alderman was elected.

**ASTHMA PREVALENT** 

Over 19,000 Cases in Omaha.

A Noted Physician's Views on the Subject. Asthma has hitherto baffled the skill of

our best physicians. Within a compara-tively recent period Dr. R. Shiffman, of St. Paul, Minn., who has devoted many ears of study to the treatment of asthma. bronchitis and croup, has prepared a remfor these affections which is meeting with great success wherever intro duced. With this remedy there is no wall ing for results. It is not a nauseating co pound to be swallowed, but is used by in halation thus reaching the seat of disea direct. Its action is immediate and certain. Acting directly upon the mucous membrane of the air pasages, it relieves the spasm and constriction instantaneously facilitates free and easy expectoration, and insures comfortable rest to those otherwise unable to sleep except in a chair. All druggists have this remedy in stock, but in order that every sufferer who has in vain tried every other means of relief may test its efficacy the doctor's representative will give a free trial package, as an advertisement, to every one applies to-day and to-morrow at Kuhn & Co's drug store 15th and Douglas street, thus convincing the most skeptical. Persons living at a distance who wish to test the mertits of this remedy should address Dr. R. Shiffman, Box No. 103 St. Paul, Minn. direct. Its action is immediate and cer-



KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live bet-ter than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the

remedy, Syrup of Figs.
Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from

every objectionable substance. Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrap Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.



Early last year we reached the

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AMUSEMENTS.

BOYD'S | THE DAY AND WEDNESD AY DE WOLF HOPPER

PANJANDRUM

The Broadway Theater, New York City. Box sheets will open Monday, April 2. Prices—Pirst floor \$1.50; balcony 75c and \$1. Free list suspended.

BOYD'S SPECIAL! 3 NIGHTS Marinee Beginning April 5. WM. H. CRANE,

BROTHER JOHN.

THE SENATOR Seats on Sale Wednesday, April 4. PRICES-Lower floor, \$1.50: Balcony, 75c and 50a MATINEE PRICES-Lower floor, \$1. balcony, 75c and 50c.

Free list suspended. 15th Street Theater PRICES

TONIGHT. THE FAMOUS HODSIER COMEDY "ZEB"

Special Scenery Strong Cust It's a good thing; unny, too Everything new and up to date, MATINEE WEDNESDAY. 15TH ST. THEATER PREICES

3 NIGHTS THURSDAY, APRIL 5TH HENSHAW AND TEN BROECK,

"NEW NAHOHS."

Change of music and specialities for this engagement. Matinec Saturday.