

LYNCHERS UNMASKED

Henry Schmidt, Driver of Barrett Scott's Carriage, Makes Startling Statements.

POSITIVELY IDENTIFIES MOSES ELLIOTT

Swears He is the Man Who Helped Capture Holt County's Ex-Treasurer.

OTHER MEMBERS OF THE MOB KNOWN

Victim of the Regulators Knew He Would Be Killed.

THEY DEMANDED THE STOLEN MONEY

Vivid Story of the Attack on the Carriage, Shooting of the Inmates and Subsequent Events of the Night.

O'NEILL, Neb., Jan. 30.—(Special Telegram.)

There were six witnesses examined in the preliminary examination of the suspected lynchers of Barrett Scott this morning.

At 11:30 court adjourned until 3 o'clock this afternoon in order to allow the members of the bar to attend the funeral of Holt County.

Mr. Pulk was recalled today this morning, but developed nothing new. The other witnesses examined were Thomas Crawford, John Harvey, H. Girard, Simon Simonson and J. L. Biddle.

Mr. Girard testified to having seen the teams going from Harris' house toward Parker the morning of December 31.

He was not close enough to recognize the parties. He also said that Harris, one of the defendants in this case, had asked him to join the Protective association, but he refused.

J. L. Biddle testified that he was a member of the Protective association that existed in the neighborhood. He said that they held meetings at the Scottville school house.

The object of the organization was for the apprehension of criminals and to prevent lawlessness, and when the law failed to punish criminals, to take the law in their own hands and punish them.

It is rumored upon the streets that Harry Stanton, the man whom Polk saw hitching up a team at Harris farm on the morning of December 31, has left the country.

John Harvey testified that he crossed Whittier's bridge the day of the crime and that the river was open on the Boyd county side.

SCHMIDT'S STORY TOLD. The court room was packed this afternoon, fully 500 people being present.

He also said that Harris, one of the defendants in this case, had asked him to join the Protective association, but he refused.

In brief was as follows: "We were returning to O'Neill from Scottville. When we reached the road house at Parker men called to us to stop."

They drove on slowly until after dark, when they stopped and told us to get out. I then saw that it was an armed party."

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WHISKY TRUST COLLAPSE

Stockholders Allege Crookedness in the Appointment of Receivers.

GROSSCUP SAYS EVERYTHING WAS REGULAR

Protective Committee Preparing to Begin Proceedings to Oust the Present Receivers—Greenhut Crowd Unloaded Their Stock.

CHICAGO, Jan. 30.—Replying to the criticism of his proceeding in the appointment of receivers for the Whisky trust, Judge Grosscup said in an interview today that the matter was conducted in regular form.

Both factions of the concern, he said, were represented at the hearing. There was no attempt at suppressing the proceedings, Judge Grosscup declared, as the papers were on file in regular form.

Judge Grosscup's order stays the proceedings except to conserve the property until the further order of the court. Levy Mayer and Mr. Bjur, the latter of New York, and Richard B. Hartshorn appeared in Judge Grosscup's chambers shortly before 2 o'clock.

Messrs. Bunnells and Burry were also present. Mr. Mayer presented a petition to Judge Grosscup asking for the stay in the proceedings until the court should dispose of a motion to remove both Mr. Lawrence and President Greenhut as receivers.

Mr. Mayer stated that the application to the court had been made on behalf of holders of over 1,700 shares of the 350,000 shares of the capital stock of the company.

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UNITED AGAINST MEXICO

Central America is One in Case of an Invasion of Guatemala.

PROSPECTS ARE NOW GOOD FOR WAR

All the Mexican States Stand by Diaz and Citizens Subscribe Large Sums to Aid the Government in Case of War.

CITY OF MEXICO, Jan. 30.—A telegram was received today from Guatemala advising the reports that the Associated press has had for the last ten days, that the confederation of the Central American republics has been formed.

Ministers Arias of Honduras, Gomez of Nicaragua, and Estupinan of San Salvador, individually offer the co-operation of their countries to Guatemala in the event of war with Mexico.

The Costa Rica minister arrived soon after the meeting, together with President Barrios of Guatemala, and is of the same mind as the other Central American republics.

The war cloud hangs heavy over Mexico today. It is feared from the outlook that Mexico has no resource left but to declare war against the federation of Central America.

President Diaz is for peace, but still stands boldly for Mexico's rights. The president and cabinet are in session.

At the Mexican Jockey club, of which the president is president, an incident occurred the subject of war with Guatemala being broached a subscription was started toward the inauguration of the war fund and in three days over \$100,000 was subscribed.

A collecting committee was then appointed. It is rumored that hundreds of thousands will be forthcoming from this source.

Massing troops on the frontier and non-combatants are leaving that section by all manner of conveyances. The United States government seem unanimous in support of President Diaz and his policy and will spare no means or expense in the way of arming and equipping soldiers.

The war a few days ago that two Americans, Thomas Murphy and Colonel A. R. Dunn, were killed while enroute to the Guatemala Northern railroad with a drove of mules.

The construction of that road has been completed. The receiver is asked for the appointment of a receiver set up that the Distilling and Cattlefeeding company was indebted to them in the sum of \$13,000 in revenue rebate due and unpaid.

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HUNDREDS DROWNED

Sleeping Passengers Caught Like Rats in a Trap by Sudden Disaster.

SUBMARINE CEMETERY QUICKLY CREATED

North German Lloyd Liner Lost with Nearly All on Board.

STEAMER ELBE SUNK IN THE NORTH SEA

Survivors Landed at Lowestoft by English Herring Boats.

ONLY NINETEEN OUT OF 350 WERE SAVED

One of the Oldest Passenger Boats on the Line Goes Down in Deep Water After a Collision with Another Steamer.

LONDON, Jan. 30.—The North German Lloyd steamer Elbe, Captain von Dosset, from Bremen yesterday for New York, via Southampton, has been sunk in collision with the British steamer Crathie, bound from Rotterdam for Aberdeen.

At the time of sending this dispatch the exact loss of life is unknown, but report has it that it was enormous. The disaster occurred before daylight this morning at a point some thirty miles from the Hook of Holland.

The first intimation of the disaster came from Lowestoft, Suffolk, one of the chief English fishing ports. Late this afternoon a dispatch was received from that place saying it was reported there that a transatlantic line steamer had been sunk in the North sea and that the loss of life was very great.

The first dispatches stated that there had been 350 persons on the Elbe and that only nineteen had been saved, the rescued having been landed at Lowestoft by fishing smacks.

Later dispatches to the Exchange Telegraph company and to Lloyd's confirmed the report of the loss of the steamer, and still later it was learned the Crathie, the steamer that sunk the Elbe, had put into Maas Luis, Holland, in a damaged condition.

She reported she had been in collision with an unknown ocean steamer. Toward evening, over two hours and a half after the news had reached the London office of the Associated press and had been cabled to America, the agents in this city of the North German Lloyd company received the following message:

"Most deplorable news from Lowestoft. It states that the Elbe was sunk through collision this morning. Boat No. 3, with Third Officer Stalburgh, Purser Weser, Engineer Neussel and nineteen persons, landed at Lowestoft. No further news so far."

EVERYBODY WANTED INFORMATION. When the news of the disaster became generally known through the mediums of the tickers of the Exchange Telegraph company in the clubs and places of public resort the excitement was intense.

Cable dispatches were at once forwarded to all the principal European cities, and soon a flood of return dispatches were received asking for further information, which, at that time, it was impossible to obtain.

The agents of the company here did everything possible to learn all of the facts, and as soon as any new information was received it was also cabled to the various European capitals.

The dispatches from Germany showed that the news caused the greatest excitement and sorrow, almost all of the officers and crew of the lost steamer and a majority of the passengers being Germans. It was at first hoped the reports of the disaster had been exaggerated, and that most, if not all, of the passengers and crew had escaped either by means of the ship's boats or by being picked up by passing vessels.