Car-Conductor to Blame.

CLEVELAND, Nov. 10 .- A heavy electric motor car containing between twenty and thirty passengers went through the draw of the Central viaduet at 7:45 o'clock this evening and dropped 101 feet to the river below, and every one of the passengers killed. It is a horror, the like of which never occurred here before. The Central viaduet is a huge stilt bridge, 3,000 feet long, made of iron. It connects the heights and the prosperous residence section on both sides with the business center of the city. Directly over the river is a drawbridge of the pivot swinging pattern, and this is 101 feet above the surface of the water. The South Side street railway passes over the bridge and on either side of the draw there is a safety switch which, until the conductor alights and holds up a hand, will send the car into the gulley instead of allowing it to go on the draw. The list of the dead, so far as identified, is

MRS. MINNIE BROWN, aged 45, residence

— HOFFMAN, conductor of the car.
HENRY W. MECKLEBURG, aged 35, of
58 Mary street, a tailor. CURT LEPEHNE, aged 19, residence un-

known.

BESSIE DAVIS, aged 20, Noyes street, Behool teacher.

JAMES M'LAUGHLIN, aged 35, of 77 Trowbridge avenue, a printer. HARRY W. FOSTER, aged 21, of 51

Jentor avenue, a clerk.

MATTHEW CALLAHAN, aged 25, of Jamilton street, a steel worker.

MRS. SAUERHEIMER, aged 35, Professor MRS. MARTHA SAUERHEIMER, aged 30,

of 154 Merchan: avenue.

First reports from the scene of the disaster seem to place the blame on the conductor.

They were to the effect that the ill-fated motor car, containing between twenty and thirty people, approached the draw just as a vessel was nearing it, and the bridge at-tendants had closed the big iron gates and were preparing to swing the draw. As is the rule, the car stopped and the conductor went forward to release the switch in case the way was clear. He must have been blinded by electric lights, for an eyewitness declares that, although the gates were closed, and the draw was already in motion, the con-ductor raised the switch handle. The motorman applied the current and the car shot

forward and struck the gates with a crash There was only a moment's pause and then the heavy car ground its way through the wreckage and plunged into the black abyas, amid the screams and frantic struggles of the passingers, who, at the first intima low rushed for the rear door. The car struck the water with a great splash, and then there was silence. Soon men began to rush about shout-ing wildly, and the police patrol wagons and ambulances were flying to the spot in response to telephone calls. In an incredibly short space of time, the work of rescue had

begun, Horace Andrews, president, and J. J. Stanley, superintendent of the Cleveland Electric railway, say they have investigated the accident so far as it is possible to do so tonight, and they are at a loss to see how it happened. Mr. Andrews said the motor-man, whose name is Regers, had been in the employ of the company for four years and was regarded as thoroughly competent and reliable. The conductor, whose name is Hoffman and who is in the wreck, had been on the road two years, having been employed for two years before that in the carshops of the company. He also had the full confidence of the company. He also had the full confidence of the company, Mr. Andrews said,
The first body identified was that of Henry M. Mecklenburg, a tailor, who resided at 58 Mary street. His body is at

GRAPPLING FOR THE DEAD. All the occupants of the car, with the ex-

jump as it toppied over, went down to cer-tain death. The car disappeared from sight as soon as it struck the water and every one of the passengers was drowned. The alarm which was sent out brought to the scene half a dozen ambulances, the fire boats and half a dozen members of the life

saving crew with grappling irons. Within five minutes of the accident the surface of the river revealed nothing of the terrible tragedy that had just been enacted. The waters had closed over the car and its pas-sengers and the work of rescuing the bodies in the uncertain light was slow indeed. At 9 o'clock half a dozen bodies that had evidently floated out of the car and risen to the surface were taken from the river and carried to the various morgues. The news of the terrible accident spread

like wildfire through the city and a large crowd soon collected on the bridge and along the banks of the river. They could do nothing, however, but watch the slow work of grappling for the bodies.

The captain of the bridge guards says: "I

aw this car coming rapidly toward the draw just as I had given the signal to swing it to admit of the passage of a vessel. I waved my hands and halloed to the motorman to stop, but apparently he paid no attention to me. The car came on, and just before it went over the brink the motorman jumped and ran away."
This story does not agree with those of eye

witnesses, who declare that the conductor went ahead to open the switch, which is about 200 feet from the draw, and motioned for the car to come ahead. Certain it is that the conductor mounted the car again and went down with the passengers to death, and it will never be possible to tell everythe. and it will never be possible to tell exactly what he did before this.

LOOKING FOR THE MOTORMAN. The railway officials say they are unable to get the names of the conductor and motor-man who were in charge of the car. The police are looking for the motorman. exact number of passengers in the car will not be known until all the bodies are re-covered. The fare register in the car showed that twenty-five fares had been collected. There may have been other passengers with transfers, which would not have been rung up on the register. Probably, however, many of those whose fares were registered had left the car before the bridge was reached. As nearly as can be learned, there were at least fifteen, and possibly twenty persons in the car when it made the plunge. Several unidentified bodies are at the morgues now, and one man, whose name has not yet been learned, is at the hospital in an unconscious condition. So far as can be learned by in

condition. So far as can be learned, he is the only one who escaped instant death. The work of rescuing the bodies went on by the flaring light of the lamps on the fire boats. By 10:30 five more bodies in addition to those already taken to the morgue, making twelve in all, had been taken from the river. Among them was a young woman with blonde hair and fairly well drissed, being the body, apparently, of a shop girl going home from work. By her side in the dead wagon lay the body of a woman about 50 years old, and near her was another of near her was another of a woman about 40

res of persons living on the south side, who had relatives or friends working or vis-iting on the east side, hurried to the scene of the accident and the morgues to make inquiries about them. In the confusion, how-ever, but little could be learned from them. Perhaps the persons for whom they were looking were in the throngs about the bridge,

for up to 11 o'clock tonight not a single body had been identified. Word just comes from the scene of the Word just comes from the scene of the wreck that a dredge has been secured, and the wrecked car will be raised bodily from the bottom of the river. If that is done the ramainder of the bodies will soon be recovered, for it is probable few, if any, of them have floated away, the river being practically without current at that point.

without current at that point. THIRTEEN RECOVERED AT MIDNIGHT. The bodies recovered up to midnight num-ber thirteen. Three more bodies have been identified. They are those of Matthew Cal-lahan, who lived on Hamilton street; Mrs. Saurhermer of Proctor street and her sister-in-law, Mrs. Martha Saurhermer of 154 Mer-chant avenue. The man who was taken to chant avenue. The man who was taken to the hospital in an unconscious condition is Patrick Loceny of Lyman street. He recovered consciousness shortly before midnight, but is in a critical condition. Loceny has a bad wound on the head. He said when he recovered consciousness that his recollection

PASSENGERS ALL KILLED

of the accident was not very clear. The first intimation he had that an accident was to occur was when he felt the car falling. Before he knew what had happened he became unconscious and remembers nothing more until he came to at the hospital. Loceny's impression was that the car was foll of people, though he could not remember whether is was a single car or double train.

Three more bedies have have here identified. One of them is that of Bassic Davis, aged 21, of Noyes street. Miss Davis was a school teacher. James McLaughlin of 77 Trowbridge avenue had his neck broken, and Harry W. Foster, aged 21, of 51 Mentor svenue, a clerk, was drowned. Battalion Chief Rebbeck of the first grant was crossing the bridge at the time of the accident. He was on the op-

the time of the accident. He was on the op-posite side of the draw from the one over which the car plunged. He does not know what caused the accident. When he first saw the car he thought it was standing on the opposite side of the draw. All of a sudden it plunged into the river. Chief Rebbeck was the first to give the alarm by telephoning the police and fire department.

Thousands of people remained at the scene of the accident until long after midnight, and headened.

hundreds of anxious searchers have moved in a procession from one morgue to another looking for friends or relatives who are supposed to be missing. The scines about the morgues when the dead were identified were touching in the extreme.

One of the bodies is that of a boy about 9. In the pocket was a handkerchief with the name of Curt Lepehne. New paper clip-pings in the pecket indicated that the young man had recenty arrived with his mother from Europs, and that he had stayed at the Queen's hotel in Halifax. A woman named Sadie Logan, aged 29, is missing. She started from her home on Muirson street at 7 o'clock to the south side, and at midnight she had not returned. It is believed she was in the wrecked car.

ARRESTED THE MOTORMAN. Rogers, the motorman of the car, was ar rected late tonight a: his home, 149 Cedar avenue, and was held in \$5,000 bail to await he result of the coroner's inquest. When

taken into custody he said:
"The conductor went ahead and turned the switch, giving me the signal to come ahead. I supposed that everything was all right and did not notice that the draw was open. I suppose I was deceived by the fact that the electric lights in the car did not go out when we passed the cut off in the cur-rent. When I discovered that the gates to the draw were closed. I jumped from my car, failing on the edge of the bridge and barely escaping rolling over. When I saw what had happened and realized the extent of the accident, I ran back across the bridge until I found a policeman and told him to get help.

Then I went down below the bridge where they were at work on the wreck, and afterward went home." Rogers was clorely ques-tioned by the detectives and chief of police, but he insisted that the conductor had given him the proper signal to go ahead.

Collector Seized the Laurada. CHARLESTON, S. C., Nov. 16.-The steamship Laurada was seized here today by collector of the port, George D. Bryan, on orders from Washington. The boat is charged with alding fillbustering expeditions in behalf of Cuban insurgents. The Laurada was also libeled here yesterday in a civil suit brought by John Kerr & Co. of Philadelphia for alleged breach of contract. Under command of Captain Hughes, a reverue insector is now on board in charge. Under command of Captain Hughes, a revenue inspector is now on board in charge. WASHINGTON, Nov. 16.—Minister De Lome was today notified that the steamer Laurada, accused of carrying the Cespedes party to Cuba, has been detained at Charleston, S. C., upon complaint of the Spanish consuls at New York and Philadelphia, who acted through the district attorney of New York. It is understood that the master of the vessel will be subjected to trial for violating the neutrality laws.

Chicago Evening Journal Sold. CHICAGO, Nov. 16,-The Press company, corporation with a capital of \$500,000, the stockholders in which are George G. Booth. James E. Scripps and John R. Wilson, has bought the Evening Journal, or rather obtained a controlling interest in it. For the present, the Press and the Journal will be conducted separately, but within a month the two papers will be consolidated. The name has not yet been decided upon, nor has it been determined who will be editorin-chief. Mr. Marcus Poliasky, the general manager of the Press, will, however, have the same position on the consolidated paper. The price paid for the controlling interest was not stated. The Journal is one of the cidest papers in Chicago, the Press, until recently called the Mall, the youngest. The price of both papers was I cent, and there will be no change in that respect. ockholders in which are George G. Booth.

PERSONAL PARAGRAPHS.

H. C. Moore, Kansas City, is registered at W. P. Cole is registered at the Barker from lincinnati, O.

A. J. Fischer of Chadron is registered at the Merchants. Ellis Dickman of Atlantic, Ia., is registered at the Merchants.

Senator F. E. Warren of Wyoming is stoping at the Mllard. John O'Brien is registered at the Barker rom Sioux City, Ia.

S. J. Alexander, real estate man of Wayne, s quartered at the Dellone. John Riemers, a stock shipper of Grand sland, is quartered at the Arcade.

Rev. A. J. Hart of Pender is in the city ver Sunday and is stopping at the Millard. F. M. Moore, an extensive mine owner of Sheridan, Wyo., is stopping at the Arcade. H. T. Aller of the Lay Whip company of Vestfield, Mass., is registered at the Mercer. Dr. F. R. Carpenter of the D. and D. smelter, Deadwood, is quartered at the Pax-J. V. Priest, a prominent fruit grower of

os Angeles, Cal., is stopping at the Del-T. L. Gerard and George A. Hunter are egistered at the Barker from Reidsville.

M. E. Morrow, a prominent manufacturer Beloit, Wis., is quartered at the Merchants. Charles Ellis and W. C. Kibble, ranch own.

ers of Carbon, Wyo., are registered at the O. P. Hanna, postmaster at Sheridan, Wve visiting friends in the city and stopping at

the Arcade. Mrs. John A. Shipman of Sloux City, wife of a prominent railroad man, is registered at the Millard. William B. Reynolds, U. S. A., and wife, are in the city for a few days, and are stop-

ping at the Paxton. A. J. Nowlan, St. Louis, is a Barker guest, J. M. Lamb is registered at the Barker from Burlington, Ia.

J. A. Winters, a merchant of Auburn, is the city on business for a short time and is stopping at the Millard. J. G. Forest, a commission merchant of Chi-

cago and a former resident of this city, is topping at the Paxton. Lieutenant J. A. Swift is in the city visitng acquaintances at Fort Omaha, and registered at the Paxton.

the city. Miss Kittle Wilkins, the wealthy stock owner of Bruneau Valley, Idaho, better known as the "Horse Queen," is stopping at the Mercer on her way east.

E. M. Stickney, formerly manager of the Mercer, has severed his connection with that house, where he has been for the past three and a half years, and will hereafter be at the New Murray hotel.

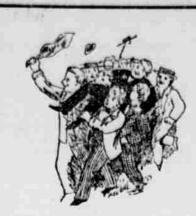
New Murray hotel.

At the Murray: M. K. Sherwood, W. C. Moore, F. J. Donihoo, R. W. Eastliek, Chicago; J. E. Clark, G. E. Terrill, Boston; Thomas Nanack, R. B. Hunter, New York; F. J. Donn, Detroit; G. D. Worher, Louisville, Ky.; A. Van Wagenen, W. J. Smith, Mrs. A. Van Wagenen, Sioux City; E. W. Andruss, Kansas City; C. E. Taylor, Des Moines; A. Richardson, Philadelphia.

Nebraskans at the Hotels.

Mercer-Mrs. A. Byers, Holdrege, Millard-J. A. Winters, Auburn; J. Pollack, Columbus; Rev. J. Hart, Pender, Dellone-F. M. Tyrence, Lincoln; E. H. Russell, Fremont; S. J. Alexander, Wayne. Merchants-F. M. Tyrrell, Lincoln; A. G. Fisher, Chadron; Frank Murdman, Columbus; T. L. Dolan, Fort Crook. bus; T. L. Dolan, Fort Crook.

Arcade—John Riemers, Grand Island; F.
M. Crowe, Lineoln; W. J. Berlin, Wahoo;
F. W. Melcher, West Point; George W.
Shreck, York; A. D. McNeer, Blue Hill;
George Reider, Grand Island,
Paxton—G. J. Ratisbach, Ashland; F. E.
McWearne, Grand Island; George A.
Mooney, Biair; E. M. Westerveit, Grand Island; Lieutenant J. A. Swift, Fort Robinson; H. E. Dickman, A. Turine, Madison.



Carried Away With It-

It is the most popular piece of music we ever produced, the words and music combining to make "Paying Toll" aweetly perfect. Of course it is most effective when played on the Kimball plano, the lowest priced high grade piano in the world.

A. Hospe, jr.

Music and Art. 1513 Douglas St

WILL LEAD ALL THE REST

Union Pacific and Northwestern Set Rapid Pace.

OUT WITH A NEW PACIFIC COAST FLYER Other Roads Change Their Scheduler

to Conform with the Time of

the Fast Mail that Goes On Today. Today there will be a complete over-

hauling of the time cards of the different railroads doing business in Omaha. The changes are brought about by the action of the Union Pacific and the Northwestern in reducing their scheduled time between Chicago and San Francisco. The other roads have been compelled to change their schedules in order to do business with the Union Pacific limited. All of the roads have been figuring for

the past week on changes necessary to meet the new conditions, and commencing tomorrow night, all of the Iowa roads will leave Chicago in time to make connections with the Union Pacific limited. The Northwestern, of course, runs in con

nection with the Union Pacific, and its first train under this arrangement will leave Chicago at 6 o'clock Sunday evening and will arrive at Omaha at 8 o'clock Monday morning. The Union Pacific's limited will leave Omaha at 8:10, commencing Monday morning, and will start for the Pacific coast on a schedule that is many hours faster than anything that has ever before been attempted in the west. The train make the first step at Fremont at 9:25, a distance of forty-six miles. Schuyler will be reached at 10:11 and Columbus at 10:40, Central City at 11:46 a. m., Grand Island at 12:20 p. m., Kearney at 1:25 p. m., North Platte at 3:50 and Cheyenne at 9:55 Monday night, a distance of 516 miles from Omaha. Ogden, 1,032 miles from Omaha, ogden, 1,032 miles from Omaha, will be reached at 1:40 Tuesdey afternoon and Salt Lake, a distance of 1,069 miles from Omaha, will be reached at 3 p. m. on Tuesday. San Francisco, 1,864 miles from Omaha, will be reached at 8:45 p. m. on Wednesday and Los Angeles, 2,219 miles from Omaha, will end the flight across the continent at 10

a. m. on Thursday, CHANGES ON OTHER ROADS. Los Angeles and with chair and dining cars, with the regular day coach service.

A number of changes in the schedules of the Overland system have been made necessary by the change of time, and the inaugu-ration of the new flyer. The fast mail, which has been the pride of the line, now takes a secondary place, but it is still a very fast train. It will leave Chicago at 10:45 p. m. train. It will leave Chicago at 10:45 p. m. and will leave Omaha at 3:45 p. m. the next day, carrying all of the overland mail that was formerly handled by the fast mail that left Omaha at 5:45 p. m. The North Platte local will leave Omaha at 9:30 a. m., and will arrive at North Platte at 8 p. m. The Grand Island local will leave Omaha at 5:45 p. m., and reach Grand Island at 10:40 p. m. Eastbound, the fast mail will arrive at Omaha at 4:45 p. m. No. 4 will arrive at Omaha at 4:45 p. m. No. 4 will arrive at 10:30 a. m., the North Platte local at 4:30 p. m., and the Grand Island local at 12:10 p. m.

The Kansas City road gets the worst deal by reason of the change in the Union Pacific schedules. Heretofore the Kansas City has carried the fast mail that leaves St. Louis at 3 a. m. and Kansas City at 10:45 a. m., reaching Omaha cover the Mansas City at m., reaching Omaha cover the Mansas City at 10:45 a. m.,

carried the last man that leaves St. Louis at 3 s. m. and Kansas City at 10:45 a. m., reaching Omaha over the Kansas City in time to catch the fast mail west on the Union Pacific at 5:45 p. m. Under the new card the Union Pacific's fast mail will leave the Council Bluffs transfer at 3:20 p. m., and the Kansas City connect make. the Kansas City cannot make the run from Kansas City in time to make the connection. The Missouri Pacific is in the field for this The Missouri Pacific is in the field for this business, and will try to take advantage of the geographical situation to capture the fast mail business from Kansas City to connect with the Union Pacific fast mail. It is 198 miles from Kansas City to Council Bluffs on the Kansas City, and the same distance from Kansas City to Portal on the Missouri Pacific. Between Council Bluffs and Portal the Union Pacific's fast mail has an hour's time in favor of the Missouri Pacific, and the prospects are that the Missouri Pacific will put on a fast mail from Kansas City to Omaha that will connect with the Union Pacific flyer at Portal, thus giving the Missouri Pacific a fast mail contract and giving Omaha a fast mail from St. Louis that will reach this city not later than 4:30 in the afternoon, instead of at 5:45, as at present.

CONNECTING WITH THE TRAIN. The Chicago, Milwaukee & St. Paul will eave Chicago at 6 p. m. and reach Omaha at 8:05 a. m., instead of at 9:30 as at present. The afternoon train will arrive at 3:25 o'clock, instead of at 5:25 as at present, thus making connection with the Union Pacific first mail at the transfer. Eastbound the trains will leave Omaha at 6 p. m. as at present and at 10:45 a. m., instead of 11:30 a. m. as hereto-

The Rock Island will arrive at the transfer Mrs. A. Byers, wife of a prominent business man of Holdrege, is in the city, and is quartered at the Mercer.

depot in Council Bluffs in the morning in time to make connection with the Union Pacific limited, instead of at 9:30 a. m. as heretofore. O. H. Osborne, a wealthy manufacturer and property owner of Waukon, Ia., is registered at 11:20 a. m. will leave at 10:40 a. m. and at the Murray and visiting many friends in the evening train will leave at 4:50 p. m., ten

nutes later than the present schedule. The Burlington schedules have been changed o that its morning trains from Chicago will reach Omaha in time to make connection with the limited on the Union Pacific. The Burlington will also begin a new schedule out of Omaha to Kansas City on Sunday morning. A Kansas City train will leave Omaha at 8:55 a. m. and arrive at Kansas City at 3 p. m.

Price of Berths Must Come Down. CHICAGO, Nov. 16.-The Inter Ocean will ublish a story tomorrow, saying that an organized effort will soon be made by many of the leading railways of the country to induce the Pullman company to reduce by 25 per cent the price of upper berths in siseping cars. The movement originated with the Pennsylvania company, and already a majority of the lines running out of this city have agreed to join in the appeal to the Pullman company for the reduction. The complaint is made by the reads that so ways emplaint is made by the roads that so complaint is made by the roads that so many people object to the upper berths that they are often compelled to run extra sleepers in order to provide the requisite number of lower berths. They are obliged to do this or see the passengers go to competing lines, if the desired lower berths can be obtained



Nice, Nent, Dressy Poot-

Every lady who wears a Tokio secures all these good points, besides all the comfort in the world. The Tokio makes the foot look slim. It has a new narrow square toe, as well as a razor style toe, that is very fetching. Two prices, \$3.00 and \$4.00. Mail orders will be filled.

> Drexe1 Shoe Co. 1419 Farnam St.

and while most of them were in favor of th restoration, there was opposition enough to make it clear that such a rate could not be maintained and a rate of \$2 is now quoted by all of the lines and will probably remain in force during the coal shipping season.

SUNSET GETTING THE BUSINESS

Western Lines May Make Proposals to Divert Travel Their Way. CHICAGO, Nov. 16 .- The advisory com mitte of the Emigrant Clearing house of the western roads adjourned this afternoon until next Wednesday. The reason given for the adjournment was that the Southern Pacific was not represented at the meeting The association roads are very anxious to have the troubles in the emigrant business fixed up, and at present they lay most of the difficulties on the shoulders of the Southern Pacific. They claim that the low rates and excessive commissions paid by the Southand excessive commissions paid by the South-ern Pacific, with the intention of drawing the Pacific coast business down by way of New Orleans, has materially affected all their emigrant business, and unless the Southern Pacific should see its way clear to abandon its present tactics they will be compelled to take active steps in reprisal. They have for the last three days been looking for a state-ment from the Southern Facific, but re-ceived nothing. This fact coused some lines to object to the granting of any time before meeting the rates and commissions paid by the Southern Pacific, but it was finally agreed

to take an adjournment.

The agreement of the Western Passenger association is now in effect as far as the Missouri river. It is at present nothing more than an agreement to maintain rates, and a than an agreement to maintain rates, and a row among the transmissouri lines may at any time knock the whole it mg into nothing. It will live, anyway, until Thursday of this week, when the transcentisental lines will try to reach an agreement in both through and Colorado business. If hey fall to get together the association lines will be floundering around in uncertainty only the more

CONSOLIDATION KNOCKED OUT.

Court Holds It Cannot Be Accomplished by Truffic Agreements. ST. PAUL, Nov. 16.—Ju ze Kelly today filed his decision in the apportant case of the state of Minnesota as institute Great Northern and Northern P wife. The state wins. The Great Northern and Northern Pacific may not enter into their treme arrangement, and Judge Kelly grants the writ of injunction as prayed. While the case stands on what appears to be a preliminary motion—that for an injunction—the decision virtually determines the wile subject, since The limited will be equipped with through sleepers from Chicago to San Francisco and markable that Judge Kelly arrived at a conit goes thoroughly into the natter. It is relusion exactly apposed to that of Judge Sanborn, who passed upon the very same question in the United States circuit court, where the case was heard on the motion of Pearsall

for an injunction against the road. The points of today's decision are: proposed traffic arrangement is a consolidation under the laws of the state of Minnesota; the Great Northern and Northern Pacific roads are parallel and competing lines; the traffic arrangement is therefore contrary to the public policy of the state and the general laws of 1874 and 1881; the defendant's charter does not contain, either in express terms or by implication, the right to make such agreement or consolidation; that if any such power was ever given the charter was subject to amendment by the legislature and the laws referred to.

Bondholders Move for a Receiver CLEVELAND, O., Nov. 16 .- A special to the Leader from Marion, O., says that application was made there today for the appointment of a receiver for the New York, Pennsylvania & Ohio railroad, and that Hermann Dressler and William Niswanger were sup-posed to be back of the movement. J. T. Wann, the secretary of the company, and L. A. Pussel, its attorney, both of this city, de-clare that they do not know anything about the application. Dressler and Niswanger are the trustees of the second and third mortgage bondholders and represent \$44,000,000. It is believed that if the news is reliable the move-ment is merely the first step, taken unexpect-edly, in the amalgamation of the New York, Pennsylvania & Ohio and the Erie systems. A

later dispatch from Marion says the basis of the action is a judgment for personal injuries

for \$5,500 awarded to a boy named John Hoff-man in March, 1894, and it is believed that this is made the pretext for the action of the holders of the mortgages. Rate War on the Coast. SAN FRANCISCO, Nov. 16.-A rate war commenced today between the Oregon Railway and Navigation company and the Southern Pacific company. The Oregon people made a cut of 40 per cent and the Southern Pacific followed with a similar reduction. class steamer rates to Portland are reduced from \$15.50 to \$10, and second class from \$7.50 to \$5. First class railway rates to Portland are reduced from \$20 to \$15 and second class from \$20 to \$25 and second class from \$20 to \$25

ond class from \$10 to \$7.50. Railway Notes and Personals. Chief Cierk Mulvihill of the Pullman com-pany has gone to Chicago on business. Judge Kelley of the Union Pacific is t. Paul on legal business connected with

the road. Senator Thurston will probably resign his position as general solicitor of the Union Pacific and go to Washington this week. Superintendent Nichols of the Nebraska division of the Union Pacific has returned from a thirty days' vacation spent in the east. It was his first trip east in twenty-four years, and he was so deeply impressed with the strange sights that he threatens to write a book.

Robbed and Murgered a Priest. ST. LOUIS, Nov. 16 .- A special to the Republic from De Soto, Md." Fays: The body of a German Catholic priest, named A. P. of a German Catholic priest, named A. P. Van Antwerp, was found today lying in a pool of blood beside the Iron Mountain railroad track at Bushberg, Mo. A wound over one of the eyes showed how the man met his death, and the fact that, his pockets had been rifled indicated that it was a case of murder. From papers found on the body it it thought the priest came from Detroit. He was at one time instructor in the St. Louis university. It is thought that the murder was committed by the tramps who seriously shot and wounded Brakeman Quiggley on the Iron Mountain last night, two miles from Bushberg. niles from Bushberg.

CARROLLTON, Mo., Nov. 16.—The Taylor brothers, in jail here under sentence of are often compelled to run extra sleepers in order to provide the requisite number of lower berths. They are obliged to do this or see the passengers go to competing lines, if the desired lower berths can be obtained there.

Low Coal Rates Remain.

Coal rates from Chicago will not be advanced to \$3 per ton. according to a ruling of the chairman of the Western Traffic association. A proposition to restore rates to \$3 a ton on hard coal was submitted to the roads,



All the Comforts of Home-

Are not complete until you have a few of the choice pleass of furniture that we are now showing. Today we call your particular attention to bed room suits-A first class, nicely finished, 3-piece set for \$10.50 that ordinarily sells for \$18. Of course we have others-\$25, \$30, \$40 and so on, but our \$10.50 set is the biggest bargain in town.

Hedgcock & Odell,

208-210 N. 16th-North of New P. 0

GOLD CONTINUES TO LEAVE

Buying More Abroad Than We Sell Goods to Pay For.

HEAVY SHIPMENTS TO EUROPE RESUMED

Frensury Officials Expect the Drain to Continue Stendily but Do Not Care to Discuss the Outlook.

NEW YORK, Nov. 16 .- The shipments of gold this week aggregated \$3,267,600. The shipments exerted no weakening influence upon sterling exchange rates and it is currently believed that an intermittent outward movement of the precious metal will now occur. The two large shippers this week are known to have made their engagements reluctantly, but were compelled to send the gold to fulfill their mercantile obligations. The street expects that at least as much gold will be shipped next week.

Treasury officials admit that all present irdications point to further exports from week to week, but profess to believe that the volume will be limited to the amounts necessary to cover the deficiency in the supply of commercial bills, which at present is light. They expect that the amount of gold to go out will be comparatively light until after the Christmas holidays. What will happen afterward they don't care to dis-

The uncertainty as to the outcome has directed attention to the condition of the foreign exchanges and inquiry is again excited as to he cause of the gold exports. Without dwelling upon the interchange of rallway securities incidental to the crisis in African mining shares, the gist of the matter is very simple. The American people owe money to Europe. On account of these debts our exports of merchandise are duly credited. If, however, these exports are insufficient in value to mee the requirements, gold must be sent in settle ment of the balance.

\$96,661,369. It is that gold goes out.

MEETING OF THE UNITY CLUB Under Discussion.

The life of Moliere and the circumstances incident to the birth and development of his genius were exhaustively considered at the meeting of the literary section of the Unity club last evening. The field was a wide one but so well were the various phases of the subject assigned to the different essavists that a vast amount of information and profit was crowded into the space of a single evening. The papers were prepared with exceptional care, and, touching as they did a life history which is only superficially underatood by th average student of history, they were heard with marked interest.

Miss Josie McHugh considered "The World Into Which Moliere Was Born." Her paper was an interesting retrospection of French life and manners at the opening of the seven teenth century. The manners and custom teenth century. The manners and customs of the time were portrayed in a style which was at once true to the historical facts and strikingly original in its manner of presenta-tion. Miss McHugh dwelt especially on the foibles and inconsistencies which were characteristic of the French society and profes-sional life of that date, and which were so mercilessly satirized in the forceful comedies which Moliere afterward launched in the face of the French world.

"The Life of Moliere" was the subject of very able biography by Philip A. Crapo. Crapo's composition was uniformly elegant and at times brilliant, and he presented a vivid picture of the life of the great dra-matist. The humor of Moliere's compositions was considered as correlative with his do-mestic life, and the speaker traced the sting-ing sattre which pervaded several of his strongest works to the jealous passion with which he was inspired by his young and flip-pant wife. As the years passed by he and his wife became reconciled, and it was then that his caustic style merged into the less offensive, if equally brilliant, humor which was characteristic of his later productions.

Miss Wallace read a very interesting paper on "The Stage as Moliere Found It and as He Left It." She considered the various steps by which the dialogue was made to play an equal part in the drama with the plot and incident and referred briefly to the part which Moliere had in the development of the crude perform-ances formerly in vegue into something of the artistic effect which is found in the drama of after voors.

PREPARING FOR THE CONVENTION.

Committees Engaged in for Accommodation of Delegates. Members of the local committee having charge of the details of making preparations for the Transmississippi congress, which convenes in this city on Monday, November 25. have sent a circular letter to the delegateselect. The information is conveyed that all railroads centering in Omaha and all rail-roads having traffic arrangements with the Omaha roads will furnish round trip tickets at the rate of one and one-third fares. Delegates buying tickets to Omaha at full rates must take a receipt for the same, and on presentation to the ticket agents in Omaha a return ticket will be sold them at one-third

the regular rates. This arrangement does not apply from points west of Huntington or There are, however, round trip rates from Pacific coast points to Omaha which are less than regular rates. Delegates can take advantage of these tickets. The following are the hotels and rates in Omaha: Millard hotel, Dellone hotel, Murray

hotel. The rates at these hotels are \$2.50 and upward per day. The Millard hotel is head-quarters for the executive committee. Members of the reception committee will meet delegates at the station on arrival and escort them to their hotels. Members of the committee will be recognized by a blue badge, and each delegate is requesed to make himself known to some member of the committee

DeWitt's Little Early Risers cure indirestion and bad breath.

MENZIES—James, 3-year-old son of Rob-ert Menzies, Saturday, at 1 o'clock, of diph-theria. Funeral tomorrow at 2 o'clock. In-terment Forest Lawn.



Watching and Watting for Santa Only five short weeks to wait-plenty of time to do some watching-if you get the watch of us-in fact, we are the best supplied house in the west with all that's new and up-to-date in jewelry of every kind. No gift you can make will be so much appreciated or so everlasting. We have holiday novelties now never before shown by the most daring dealer.

Mandelberg,

Jeweler, N. E. Cor. 15 & Farnam

MANY CALLED BUT FEW CHOSEN District Judges Meet to Elect Stenog-

raphers and Court Balliffs. The district judges-elect held a meeting at the office of Benjamin S. Baker yesterday afternoon and spent several hours in an in formal discussion of the plans for operating the judicial business of the district during the ensuing year.

It was a case of sparring for wind, in a neasure. It was the first meeting of the newly elected judges, and none of them showed any particular anxiety to make their wants and wishes known. The question of court reporters and bailiffs was discussed. There was no attempt to take action on the selection of these men by the judges as a body, but each judge presented the names of the men he had in mind or the names of the applicants, and their merits and fitness were discussed, and the final selection left

were discussed, and the final selection left to each individual judge.

In the matter of court stenographers the selections have been made, except in a couple of cases. Judge Keysor will retain his present reporter, W. A. Messick. Judge Powell has selected W. S. Heller. Judge Scott will retain E. B. Henderson, and Judge Dickinson will select Thomas P. Wilson. Judge Baker has selected H. B. Boyles. Judges Fawcett and Slabsugh have not yet named their reporters. Charley Potter, H. M. Waring and J. A. Tucker are the applicants for the positions. Judge Fawcett is alleged to be favorable to Waring, and Tucker has quite a pull on account of his work as secretary of the republican committees, while Charley Potter's chances are not

work as secretary of the republican commit-tees, while Charley Potter's chances are not very bright, but he still has hopes.

There are several hundred men who want to be bailiffs at \$900 a year, and the judges-elect have been worried beyond measure by the claims of the various applicants. Judge Keysor will retain Bailiff Wirt for a time, anyway, but it is understood that Charley Youngers will be taken care of later on Judge Scott will keen Hiram Savage Ludge Judge Scott will keep Hiram Savage. Judge Baker has selected George Sabine, and Judge Powell has selected Henry Knodell. Dickinson will keep Charley Willard, who is now Judge Duffle's bailiff, and Judge Sla-baugh will appoint Ed Stout of Waterloo, who was a candidate for the nominaton for county clerk. Judge Fawcett will appoint Thomas H. Leslie, the father of Frank Les-lie, an attorney who offices with Judge Faw-

the requirements, gold must be sent in settlement of the balance.

The October statement of our foreign trade, published today, shows that while our experts increased to a small extent our imports of merchandise were greatly swelled, the result being that the balance of trade in our favor, which, in October, 1894, was \$23.633,135, is this year \$11,960,938. For six months, ending October 31, 1895, the excess of imports over exports was \$31,119,749, as compared with an excess of exports over imports in the corresponding period of 1894 of \$96,861,369. It is therefore not surprising therefore not surprising docket, but he would like to have it. Judge Slabaugh wants the criminal docket. He has been in the prosecuting attorney's depart-ment of the county government for the last three years and feels that he is better qual fied to take that docket than any other. The judge in charge of the criminal docket will have the appointment of an additional balliff, and Oro Williams, who is now in Jüdge Scott's branch of the court, will probably be petaled.

ably be retained. TOO WEAK TO STAND LONGER

Crumbles to Pieces. An old frame house at 1311 Mason street collapsed at 5 o'clock yesterday afternoon. Mrs. Finklestein, who lived on the second floor, was slightly injured. The building was about twenty years old, and \$200 will cover

The home of Officer Godola, at 1313 Mason street, was damaged considerably by the crumbling old building falling against it. Godola estimates his loss, including the dishes and a few pieces of furniture which were de-stroyed, at \$150. The collapsed building is owned by Barney Harris of Nineteenth and Grace streets. The collapsed building contained two room

on the first floor. These were inhabited by Levi Bernstein, his wife and two children, aged 1 and 2 years respectively, and his brother. Pete Bernstein. At the time of the accident Mrs. Bernstein was with her two children in the kitchen, preparing supper. She heard the rumble, and then saw the things in the closet begin to topple from their places. She grabbed her two little children and rushed out at the back door. She had not made her escape any too soon, for just then the building crashed against the house adjoining it on the east. The woman was badly frightened, but not hurt.

Upstairs there were two rooms, and in them lived an old couple named Finklestein. The wife had heard the cries of M. Isaacson, who was standing in the yard, and saw the chim ney first disappear from view. She started downstairs, but on her way down was caught by the moving building. She received a se vere nervous shock, and had to be carried to a house across the street. The building looked as though a cyclone

had struck it last night. Most of the fur-niture was broken, and the remnants of the household effects were carried out an their owner spent the night doing guard duty over them. The rear portion of the house was constructed about twenty years ago, and during the last decade was moved back. The newer part is two stories in height, while the back part is but one story. From appearances it looks as though the posts on which the old structure had rested had gradually rotted away and feel for the story. had gradually rotted away, and finally re-fused to support their burden any longer. The building next door is occupied by Mrs. Godola and her two sons, one of whom is in the police department; the other is a fireman. She was alone in the house at the time and was greatly frightened by hear-ing the dishes fall to the floor and pictures tumble from their proper places. The plaster on the ceiling was knocked down and some damage was done to the roof by the falling chimney of the collapsed house. Officer Godola owns the property and threat-ens to bring suit against the owner of 1311 for damages suffered by his home.

ISH CASE SET FOR HEARING. Early Next Week.

The trial of the case against James and Mabel Ish, charged with the murder of William Chapple, has been set for hearing before Judge Keysor on Monday, December 2. It was originally intended to commence the trial of the case on November 25, but Judge Keysor has a term of court to hold to have been played yesterday in Burt county the last week of this postponed until next Saturday, month. Yesterday he made an order setting The second annual ball of the

Duke and Duchess Sailed for England NEW YORK, Nov. 16.-The duke and duchess of Mariborough sailed for England today by the steamship Fulda. A large



A Weman Who Has Seen Life-

Seen it from early childhood to old age, will tell you that she has had at one time or another an intense longing for a fur cape. Her chance has come-Monday we will sell mink capes, 30 inches long by 100 inches wide, worth \$125, for \$75. Mink capes, 30x125, for \$125, worth \$175. These are specially selected furs and beautiful garments, made up in the most approved style.

G. E. Shukert, 15th and Harney.

ROBBERS MADE A MISTAKE

Missed the Money Car and Got in with the Merchandise.

SECURED NOTHING FOR THEIR TROUBLE

Secrete Themselves in the Adams Car and Rifle Twenty or Thirty Packages at Their Leisure. but Secure No Money.

PHILADELPHIA, Nov. 16 .- Three desperate men made an attempt last night to rob the Adams express money car on the train leaving the Pennsylvania railroad station, Jersey City, at 8 o'clock, but fortunately for the express company the men made a mistake and got into car No. 5,945, which contained only merchandise. The men boarded the car in Jersey City and after the train had pulled out of the depot they pried the door open and secreted themselves in the car. Their presence on the train was nat known until the train had reached Morrisville, Pa., a town on the opposite side of the Delaware river from Trenton. Here the men, evidently becoming alarmed at being uncomfortably close to Philadelphia, put on the air brakes and brought the train to a standstill. The conductor and brakemen hurried back to earn the cause of the sudden stop. When they were within a few yards of express car No. 5.945 they saw three men jump from it and run down the tracks and across the field. Upon examination by the trainmen it was found that the men had entered the car by forcing open the front door. On the floor of the express car lay the contents of between twenty and thirty packages. The goods had been scattered all over the car, but nothing had been taken, the robbers evidently being

in search of money, not merchandise.

The police authorities of Morrisville and
Trenton were at once notified and in less
than an hour after the attempted robbery
officers were scouring the surrounding country for the daring would-be robbers, who are supposed to be railroad tramps.

Manager Herring of the Adams Express company said today that while the men had

broken open a number of packages containing merchandise, they had apparently taken nothing from the car. In any event, he said, he loss to the express company would be Private detectives in the employ of the express company have been sent to the scene of

the attempted robbery down the tramps. PATTERSON IN TROUBLE AGAIN.

Landed in Jail for Impersonating an

Alfred Patterson, a young colored man of bad reputation, was arrested last night, charged with impersonating an officer. He had placed Charlie Smith, a 17-year-old newsboy, under arrest. The newsboy was too much for him, however, and succeeded in breaking away and telling his story to an

Patterson was released from the county jall only a few days ago, being acquitted on the charge of burgfary. His partner, Wy-man Saunders, was given five years in the penitentiary.
Patterson has figured in several disturb-ances in the Third ward, and was a close friend of a young girl who recently commit-ted suicide there. Last night, after he was

arrested, he threw away a razor. Popcorn Girl Taken Sick.

Bernie Landon, living with her parents at 026 South Twenty-second street, sells popcorn along the principal streets of Omaha. Last night she went without supper, and while offering her pop-corn for sale on Douglas street, near Fourteenth, was taken lil. The patrol wagon was called and the little girl, who is probably 10 or 11 years old, was taken home.

Supposed to Be a Case of Murder. body of Charles Bucher, aged 22, of St. Louis, a Wabash brakeman, was found by Night Yardmaster George Kinder early this morning lying on the tracks near the company's shops here, with his head and arms severed from the body. The head was found lying by the side of the rails badly bruised and cut. From the nature of the injuries on Bucher's head, and from the fact that the \$25 he had when he arrived in the city list evening from Bement was gone, the coroner's jury rendered a verdict that he was murdered. There is no clue to the murderers.

Head Was Severed from the Body. SPRINGFIELD, Ill., Nov. 16.—The headless trunk of a man, whose identity has been established as W. C. Buscher of Decatur, was discovered lying across the track this morning on the Wabash railroad, near the company's shops. His death is shrouded in a complete mystery. His head was lying on the other side of the rail when found, and it was mashed almost beyond recogni-tion. It is not known when he died, or how he came to his death, whether by foul means or accident. neans or accident.

Killed with Brass Knuckles.
KANSAS CITY, Nov. 16.—John F. Hurley,
a painter from Topeka, Kan., was killed
here tonight in a mysterious manner. As he was standing near the curb at Eighth and Walnut streets an unknown man stepped up to him and smashed him between the eyes with a brass knuckle. He was picked up unconscious and taken to the receiving hospitai. The surgeon there said he was not thurt, but only drunk. When the surgeon went to his cot a few minutes later the man was dead.

Marshal Vinson Acquitted of Murder. HUNTINGTON, W. Va., Nov. 16.-Ex-United States Marshal Vinson was tonight equitted of the murder of James Frizzel during the fight between the Wilson and Camden factions when Postmaster General Wilson and Senator Camden were aspirants for the senate last year. It was shown that a shot from the Wilson faction killed Frizzel. The trial was in progress all week and the jury returned a verdict of not guilty amid cheers, after fourteen minutes' deliberation.

LOCAL BREVITIES

The High school foot ball game which was o have been played yesterday afternoon was The second annual ball of the Omaha Street

Railway Employes' Benefit association will be given at Washington hall Thanksgiving night. November 28. All of the boys are selling tickets and a very enjoyable time is anticipated. The Hebrew Benevolent association, which

number of friends saw the young couple off. Mrs. A'va Vanderbilt, accompanied by Miss Katharine Duer and two of the duchess' bridesmaids, were in a rope enclosure which separated them from the crowds. William K. Vanderbilt, the father of the duchess, was also at the dock.

The Hebrew Benevolent association, which was organized on October 7 with seven charter members, and today has forty-five, will give a ball at the Creighton hall November 24. This association was organized for chartiable purposes, and the proceeds of this ball will be devoted to the needy.