

GAINS FOR NEBRASKA

State Delegation Increases Its Standing Under New Assignments.

EVEN DEMOCRATS ARE BETTER PLACED

Senator Dietrich Recommends Three New Postmasters.

ONE IS EDITOR EDGAR FOR BEATRICE

Mr. Millard Also Suggests a Few Mail Changes.

RUMOR ABOUT THE LINCOLN LAND OFFICE

Kennerd Said to Be Willing to Keep It in the Family—Public Buildings for McCook and Grand Island.

(From a Staff Correspondent.)

WASHINGTON, Dec. 10.—(Special Telegram.)—Speaker Henderson is evidently determined to have congress adjourn early in June, said one of the leaders of the house today, "because it is most unusual to appoint the committees within ten days of the opening of the legislative session. Henderson is a fox. He wants to get the country in good season. He also wants the republicans to get through their absolutely necessary legislation and go home without giving the democrats a leg to stand on. That accounts for the early announcement of the committees."

Nebraska increases its standing in the committee assignments over the fifty-sixth congress. Mercer remains at the head of public buildings and grounds and retains his position on District of Columbia.

Burkett, with his assignment on appropriations, is made member of a subcommittee having charge of the District of Columbia appropriation bill. He is splendidly taken care of. This committee also will give him all the work one man can do, in addition to looking after the wants of his constituents.

The democrats of the Nebraska delegation are much better placed than at the last session. Neville gets agriculture and irrigation of arid lands, in both of which the west is vitally interested. Robinson goes to revision of laws and reform in civil service, shallenger also gets reform in civil service and the alcoholic liquor traffic. Stark has militia, his old assignment, and expenditure in the war department.

Martin of South Dakota goes to public lands and public buildings and grounds, while Burke is given the place held by Senator Gamble, when in the house, on Indian affairs.

Mendell of Wyoming holds his former committee assignments, but advances to the front a file or two, owing to changes in the personnel of the committees to which he has been assigned, military affairs and public lands.

Postmasters for Nebraska. Senator Dietrich today recommended the following postmasters for appointment: G. W. Jackson, at Fairmont, reappointment; W. H. Edgar, at Beatrice. Mr. Edgar is a member of the state legislature and editor of the Beatrice Express. The only opposition to Mr. Edgar's appointment comes from the present postmaster, who desired a reappointment.

The senior senator from Nebraska also recommended Conrad Huber at Bloomington, vice William T. Britton, resigned. Mr. Huber is chairman of the republican county central committee of Franklin county and has the endorsement of the leaders of the party in that section.

Senator Millard sent the following recommendations to the postoffice department: E. E. Sherman, reappointment, at Valentine; Cherry county; James M. Stewart, at Hatch, Cedar county; Charles H. Snyder, Tilden, Madison county; W. H. McCnall, Wayne.

Kennerds and Lincoln Land Office. There is an unconfirmed rumor to the effect that Thomas Kennerd, register of the Lincoln land office, has intimated that he will resign if he can have his son appointed to the place. Whether Senator Dietrich will look upon this favorably cannot be foretold.

Mercer today presented a number of measures designed to assist the district he represents. He not only introduced a bill to amend the charter of the Omaha Bridge and Terminal company, permitting it to erect another draw span over the Missouri river near Council Bluffs and Omaha, but he also introduced a new bill granting the right to the South Omaha company to build a railway, street railway, motor vehicle and foot bridge across the Big Muddy at South Omaha, surrounding the building of the bridge with the safeguards prescribed by former acts of congress, placing the plans and specifications in the hands of the secretary of war. It is understood that T. W. Blackburn is a trustee for the company which reintroduced his submersible bill for Omaha; also a bill for the relief of Henry T. Clarke, which has been in congress ever since the completion of Fort Crook, and growing out of the use of certain buildings on the site of Omaha's new army post, for which the government is alleged never to have paid; also a bill to increase the pension of General Stanton and to restore the status of the Nebraska militiamen who served during the Spanish war, providing that the act of 1899 be extended to include officers and privates of the Nebraska state militia and provisional militia.

Buildings at McCook and Grand Island. Congressman Shallenger introduced bills for public buildings at McCook, appropriating \$50,000, and at Grand Island, with an appropriation of \$125,000.

Congressman Burkett introduced a bill dividing Nebraska into two judicial districts with the following as the divisions: This measure is liable to have considerable opposition, as it is well known that the present officials of the federal court are opposed to making two districts out of Nebraska on the ground that the business does not warrant the division.

Representative Martin of South Dakota is preparing two bills for the relief of settlers on the Black Hills forest reserve. One of them authorizes the settlers in the reserve who made their selections on unurveyed lands to perfect title and authorize the land commissioner to readjust the selections so that they conform to the legal subdivisions authorized by the regulations. The other bill relates to those settlers who made selections before the reserve was

(Continued on Second Page.)

HEAVY REWARD IS OFFERED

President of Bank Will Pay Five Thousand Dollars for Cashier and Money.

SAN FRANCISCO, Dec. 10.—J. W. Hellman, president of the Farmers' and Merchants' bank of Los Angeles, has authorized the offering of a reward of \$2,500 for the arrest of H. J. Fleishman, the absconding cashier of the bank and also additional reward of \$2,500 for the return of the money taken by Fleishman, amounting, it is said, to \$100,000.

LOS ANGELES, Cal., Dec. 10.—I. W. Hellman, president of the Farmers' and Merchants' bank, from which H. J. Fleishman absconded with \$100,000 of the bank's money, lived in Los Angeles from San Francisco and has taken charge of affairs there. There is no indication that there will be any interruption of the business of the bank. The defalcation of its cashier, Fleishman, has been determined and will not be a thorough examination of the books has been made. President Hellman is confident that there will be no loss to the Farmers' and Merchants' bank, as Fleishman was under bond and owned considerable valuable property.

SAN JOSE, Cal., Dec. 10.—Sheriff Langford arrested a man at Santa Clara tonight whom he believes to bear a close resemblance to H. J. Fleishman, the absconding Los Angeles bank cashier and will hold him for further investigation. The man gives the name of B. F. Dudley.

It is considered that there will be no opposition to the re-election of Senator Foraker next month, but Charles L. Kurtz is credited with being the head of a movement at this time which, for purposes of prestige, is opposing Senator Hanna two years hence. Mr. Kurtz headed a fusion of republicans and democrats in the legislature two years ago and is now Senator Hanna and it is claimed now that he is preparing, under "the Foraker banner," for another fight against Hanna two years hence.

In this connection George B. Cox, the republican leader in Hamilton county, the home of Senator Foraker, has been appealed to repeatedly by both sides, but has refused to join either faction. It is conceded that with the Hamilton county delegation solidly back of him he would hold the balance of power.

Leave the Matter to Cox.

The three senators and ten representatives of Hamilton county tonight discussed the contest between the Foraker and Hanna men for control of the legislature and invited Mr. Cox to the meeting. He made a statement of the pending troubles and urged the delegation to work for party harmony without regard to personal preference.

Before adjourning the delegation adopted the following resolution, offered by Senator Hesse:

Resolved, That the Hamilton county delegation to the Ohio legislature, having today the honor of the presence of Senator George B. Cox, hereby agree to be governed by his further advice to the extent of his holding the seat and the house of representatives.

It is understood that Mr. Cox is opposed to the start that he is said to be arranged to make for the Hanna men, but that he will act as a mediator for harmony. Much significance is also given here tonight to the fact that Governor Nash was in the city today and in consultation with republican leaders.

HANNA PLEADS FOR SUBSIDY

Ohio Senator Addresses Boston Merchants at Anniversary Celebration.

BOSTON, Dec. 10.—The Boston Merchants' association met at the Vendome this evening in celebration of its twenty-fifth anniversary and was entertained by four men of national reputation, who made spirited addresses, chiefly along political lines. Postmaster General Charles Emory Smith spoke on reciprocity, Hon. Kogora Tarbira, the Japanese minister, on the subject of commercial relations, Senator M. A. Hanna on the ship subsidy bill and Henry Watterson of Kentucky on "Kentucky and Massachusetts."

These were the principal guests, but at the tables were many men of state prominence, including Hon. P. A. Collins, mayor-elect of Boston; Congressman Conroy and Napier, and Marion E. Taylor of Louisville, Ky. During the evening General Collins had an impromptu reception and received many telegrams of congratulation.

Lieutenant Governor John L. Bates, the first speaker, represented Governor Crane. He extended the welcome of Massachusetts to the guests.

Merchant Marine is Weak.

Senator Hanna was the last speaker. He confined his remarks entirely to the question of ship subsidies and the latest bill for that purpose which has been presented to congress. He referred to the fact that the American nation is today supreme in the agricultural and industrial business of the world, but is at the very lowest in regard to its merchant marine. From the highest point in 1861, when we carried 92 per cent of the foreign trade, he said we have decreased until today American ships only carry 8 per cent of the foreign tonnage.

Senator Hanna said: "We are now building a magnificent navy and shall continue to do so until we have a navy to nation. We should also build something for that navy to defend. The amount paid to the foreign merchant ships is \$2,000,000 a year. It is a sum of money that could stand that drain on the United States, and why need we stand it? We can not have the subsidy afflicting England in its war with South Africa. Its vessels have been taken for transporting its troops and munitions, while the raw materials from our lines, and arriving at our docks, awaiting transportation abroad."

Mr. Hanna spoke of the bill introduced into congress last year and declared that the bill which was presented last Monday had been simplified and modified to meet the objections to the former one. He declared that the present bill was designed to benefit American owners and American capital only and that if something was not done to protect the American merchant marine soon every channel for trade, every hole would be plugged by merchants of England, Germany and France, until the Americans would have to fight to get in.

He declared the only solution was to place the American merchant marine on an equal footing with that of other countries. By figures he showed that the European countries are paying subsidies amounting to \$25,000,000 a year. He bespoke the support of the merchants of Boston for the new bill.

To Absorb Victor Fuel Co.

DENVER, Dec. 10.—A meeting of the directors of the Colorado Fuel and Iron company is to be held here tomorrow and it is said the final arrangements will be made for the absorption of the Victor Fuel company, the chief competitor in Colorado of the Fuel and Iron company.

The Victor company controls most of the bituminous mines in southern Colorado. It is capitalized for \$25,000,000 and its output last year was more than 1,000,000 tons of coal.

MIXUP IN OHIO POLITICS

Conference of Legislators Arouses Interest in Hanna-Foraker Camps.

ALLEGED SCHEME TO ORGANIZE SLATES

George B. Cox and Governor Nash Attract Attention by Their Presence and Former Acts as a Mediator, Urging Party Harmony.

CINCINNATI, Dec. 10.—Quite a sensation was caused here tonight by the action of thirteen members of the legislature from Hamilton county, who were called together because of reports current during the past week of a contest between the friends of Senator Foraker and Senator Hanna over the organization of the legislature, which meets January 2. The party caucuses will be held in Columbus three weeks hence for the nomination of candidates for president pro tem of the senate, speaker and speaker pro tem of the house and all other officers in the legislature. The republicans caucus will not organize until the senate has organized.

It is said there is information from Columbus that Senator Foraker is seeking to organize the legislature and some of them are working with a view of opposing the re-election of Senator Hanna two years hence.

No Opposition to Foraker.

It is considered that there will be no opposition to the re-election of Senator Foraker next month, but Charles L. Kurtz is credited with being the head of a movement at this time which, for purposes of prestige, is opposing Senator Hanna two years hence. Mr. Kurtz headed a fusion of republicans and democrats in the legislature two years ago and is now Senator Hanna and it is claimed now that he is preparing, under "the Foraker banner," for another fight against Hanna two years hence.

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DEMOCRATS WIN IN BOSTON

Mayor Elected by Largest Majority of Any Candidate in Quarter of Century.

BOSTON, Dec. 10.—The democrats completely overwhelmed the republicans in the city elections today, General Patrick A. Collins being elected mayor over Mayor Thomas N. Hart by the largest plurality in a quarter of a century. The democrats likewise obtained control of both branches of the city government, elected their street commissioner, Salem D. Charles, and practically all their candidates for the school commission. As usual, the city voted strongly in favor of license.

The result of the canvass was fully as much of a surprise to the democrats as to their opponents. The most sanguine democratic prophet last night claimed only 7,000, yet this plurality was nearly tripled. Two years ago Mayor Hart defeated General Collins by 2,215 votes and polled something over 40,000. This year the total republican vote for mayor was a trifle over 33,000, the smallest since a party candidate for mayor since 1878, despite a registration almost 50 per cent larger than then.

Yet General Collins received over 52,000 votes in the election. The democrats were carried eighteen of the twenty-five wards. The republican leaders were inclined to blame the weather tonight, but this does not account for the tremendous gains made by the democrats in republican wards. The republicans were arrested on suspicion of having obtained repeaters. This, however was the only unfortunate feature of the day.

The republicans in Massachusetts were not quite as successful in the eighteen city elections held today as they were in the fourteen held last week, for, although they carried eleven to the democrats' four, the other three being nonpartisan contests, the democrats were defeated, while the party suffered almost out in this city. In Worcester Mayor O'Connell, a democrat, was defeated. In Woburn Mayor Feeney defeated the present mayor and the city changed from no license to license. In Chelsea, where the republicans swept the city, there was a change from no license to license for the first time in eleven years. In Newburyport, where license has had a firm hold for twenty years, the city voted by no over 300 majority.

One of the stubborn contests was in Salem, where Mayor Mule's administration was endorsed by the vote, although it had been severely criticized. The majority against license was reduced from 558 last year to 73 this year. There was likewise a warm contest in Cambridge. The democrats succeeded there in electing John McNamee over Mayor Dickinson by 135.

DEPENDS ON THE ROCK ISLAND

Problem of the Fast Time Western and Northwestern Trains More Complex.

CHICAGO, Dec. 10.—The Record-Herald tomorrow will say: The fast time problem between Chicago and the west and northwestern gateways is becoming more complex. Additional difficulty was added yesterday when General Passenger Agent John Sebastian of the Rock Island demanded that in considering the question of the fast time between Chicago and the west and northwestern gateways, the lines to include Denver. At the meeting called yesterday for the purpose of discussing the situation a committee was appointed to canvass the lines and then draw a plan of solution for presentation at a meeting of this committee is made up of the following:

George Charlton of the Alton, P. S. Eustis of the Burlington and W. B. Knosker of the Northwestern.

If the position of the Rock Island is strictly adhered to it is held that the committee will be unable to agree upon any plan.

The Northwestern officials are not ready to lengthen the time of their "Overland Limited," claiming that this train should not be considered as an Omaha or Denver train, as it carries few passengers for the former and none for the latter city. The St. Paul people, however, insist that by taking the "Overland Limited" it is possible for travelers to reach the Northern Pacific coast points in less time than it is possible to do so by the St. Paul gateway.

There seemed to be a disposition to arrange for a common time between all the gateways and it may be possible that this will be the solution. The Northwestern officials in the event would be obliged to refuse Omaha passengers on this limited.

WITHDRAWS FROM COMPACT

Southern Pacific Announces Its Intention to Nullify Its Military Agreement with Other Roads.

ST. LOUIS, Dec. 10.—The first session of a meeting of the Transcontinental Passenger Association, that will probably take up the time of the next three or four days, began here today with the representatives of most of the roads present. Chairman Carleton submitted a long docket of subjects to be considered and acted on.

General passenger agents of western roads have been much disturbed by the decision of the Southern Pacific to withdraw from the military agreement and interpret it as indicating a combination or alliance with the Santa Fe to control all Pacific coast passenger business. In announcing its intention to no longer honor this military agreement the Southern Pacific said its action was not dictated by any desire to cause a disturbance of rates in military business, but because conditions have changed since the agreement was made.

Its object is to bring about at this meeting a reconsideration of the entire situation and the adoption of methods that will meet present requirements.

MYSTERY GROWS DEEPER

Family of Miss Crosey Now Believe Her Dead, but Give No Reasons.

ELIZABETH CITY, N. C., Dec. 10.—The family of Nell Crosey, who heretofore have clung to the belief that she was alive, are now of the opinion that she is dead, but do not state the basis for this change in their opinion. A member of the committee of five in charge of the search for the missing girl today said that she produced the body of Nell Crosey within twelve hours.

Miss Carrie Crosey, a cousin of the missing girl, tonight said: "The family are at a loss for any explanation of the mystery. We now believe Nell is dead."

City Market Place.

The opening of proposals at the city council meeting offering to sell the city market place site brought to light nine such propositions. The prices asked range from \$17,000 to \$52,000. The offers were: From Andrew Murphy, south half of block 168, between Fourteenth and Fifteenth and Jackson, Price, \$45,000 cash; From Payne-Knox company, lots 6, 7 and 8, block 168, between Fourteenth and Fifteenth, Price, \$32,000 cash; From John A. Frazier, agent, lots 1, 2, 3 and 4, block 80, on Capitol avenue between

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CITY COUNCIL PROCEEDINGS

Another Restraining Order is Issued in the Railroad Fight.

MAYOR SIGNS FOR THE ST. PAUL LINE

Burlington Promptly Gets Under New Ordinance to Hold Up Action Under New Ordinance—Sties Suggested for Market.

With its approval by Mayor Moore's ordinance permitting the Chicago, St. Paul, Minneapolis & Omaha railway to build, operate and maintain a track along Eighth street between Farnam and Howard streets, the city council today passed an ordinance which would have the effect of restraining the council a restraining order was issued by Judge Irving F. Baxter of the Douglas county district court, preventing the Northwestern people from proceeding under the ordinance. The order was at the instance of the Chicago, Burlington & Quincy railroad.

Attorney Kelly and other representatives of the Burlington road were present at the council meeting. As soon as the approval of Mayor Moore's ordinance was read they hastened from the council chamber to the office of Charles Green, another Burlington attorney, where the application for an injunction, already in skeleton form, was hastily finished. Judge Baxter meanwhile was awaiting the Burlington representatives, and all proceeded to the courthouse, where the restraining order was issued.

Hearing was set for December 17 before Judge Fawcett. Service was at once secured on Superintendent Strickland of the Nebraska division of the Chicago, St. Paul, Minneapolis & Omaha railway.

Text of the Order.

The order prevents the railroad till after the hearing and adjudication "from in any manner proceeding to obtain permission or authority to occupy any portion of Eighth street south of Farnam street or any portion of Howard or Harney streets between Ninth and Tenth streets, or from attempting to construct any railroad tracks upon, across or through the portions of said Eighth, Harney or Howard streets aforesaid and from proceeding to condemn any portion of the plaintiff's station, grounds and yards aforesaid; also from interfering with the plaintiff in excavating its grounds and preparing the same for use in constructing its depot building and other buildings thereon."

And the defendant is further enjoined from doing any other thing sought in said petition of plaintiff to be enjoined and not enumerated or specified in this order."

Mayor Moore's Approval.

Mayor Moore's approval was accompanied with a complete explanation of his action, as follows:

MAYOR'S OFFICE, Dec. 10.—To the Honorable City Council: I have the honor to report that I have approved document No. 10, passed by your honorable body at your special meeting held December 2, 1901, which authorized the Chicago, Burlington & Quincy Railroad Company to lay tracks along Eighth street between Farnam and Howard streets in the city of Omaha.

I returned the ordinance at your last regular meeting, December 3, as the matter was one of a public nature and I desired more time to convince myself of its merits and to give all conflicting interests an opportunity to be heard fully in reference to it. Accordingly, I have taken the ordinance to the district court and have secured an injunction against its enforcement in order that I might feel that my judgment had been taken.

It is to be noted that the ordinance of all parties and studying the matter carefully, I am convinced that this ordinance is a wise one in the growth of Omaha and that I have been largely attributable to the fact that the ordinance was passed during that period. The prospects indicate that the progress of the city in the next decade must come largely from the same source. Already many manufacturing and wholesale establishments are looking toward Omaha as a likely place of location. They have found, however, that one railroad has not only each of the lines, but also a district and that to build in that district would be to cut themselves off from all hope of competition in freight rates.

Large Territory Desirable.

It is also desirable and essential that wholesalers should have access and an open route to the large territory of the Burlington and Northwestern railways. The supply of different sections of the country in Omaha and each of the lines, as a manufacturer and jobber a large territory not yet made available by the other. The great demand today for the better and increased truckage facilities and Omaha has been hindered by the inability of the city to meet this demand.

The passage of this ordinance will bring about a healthy competition for the available territory open to our wholesalers and will help to make Omaha what we are anxious to have it be—the great jobbing center of the west.

The freight depot for the Burlington railway, I would say that if their interests require it, the depot will be built at the corner of Eighth street and Tenth street. If this ordinance failed of passage, the Burlington and Northwestern would be obliged to build their depot from Fifth to Eighth streets between Farnam and Howard streets and would be obliged to build their depot if they desire to build. Their proposed plan provided for the city's closing Eighth street and turning over to them to be covered by the proposed structure. Omaha has been fortunate in having the Burlington and Northwestern railways in the city and it is to be hoped that the city will be able to secure the best possible location for their depot.

Attorney Sheehan's Comment.

Attorney James Sheehan, who has engineered the fight for the Northwestern lines, was feeling satisfied. When told of the restraining order he said: "We expected it. We had not contemplated going to work on our truckage down there just yet anyhow, as we are still in voluminous litigation in the United States court with the Burlington and Northwestern lines, which is feeling satisfied. When told of the restraining order he said: "We expected it. We had not contemplated going to work on our truckage down there just yet anyhow, as we are still in voluminous litigation in the United States court with the Burlington and Northwestern lines, which is feeling satisfied. When told of the restraining order he said: "We expected it. We had not contemplated going to work on our truckage down there just yet anyhow, as we are still in voluminous litigation in the United States court with the Burlington and Northwestern lines, which is feeling satisfied. 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