died to the detriment of the people," says another big shipper. "Already the freight schedule time from Chicago to Denver on all roads has been lengthened twenty-four hours. That is, it will take freight shipments from Chicago to Denver one day longer to reach their destination than heretofore. Hill's theory is that by running slower and handling heavier trains there will be a bigger gain to the railroad companies. Undoubtedly so; but it is a very great inconvenience to the public. In carrying out that theory Mr. Hill will not allow the freight operating departments he controls to make daily runs in many portions of the state where they have been in the habit of doing so. He insists that every freight train shall wait until it has a certain tonnage before it starts out, regardless of the inconvenience this process may cause the shippers. Prompt shipment of freight has been one of the great points in favor of the Burlington system in Nebraska; many a freight train has been run at a loss simply in order to keep the train on schedule time. Hill's system is on a strictly 'public be dammed' basis and simply means that freight is not to be handled by the railroad company until it can be done so at the greatest profit to the railroad company regardless of the inconvenience it may cause the shipper.

"Railroad men who are up to snuff see what Hill is driving at. Of course, a railroad so operated will naturally make more money for the stockholders, but it is a blight on the community through which it operates. The modern way of doing business by telephone and telegram is utterly balked and vitiated if time is going to be lost in forwarding the freight after the order has been received. Every shipper in Omaha is driven nearly crazy already on account of delays in shipment. The railroad companies assert it is due to lack of cars, but you can readily see if this policy of slow shipment is in use now that it will require a tremendous increase of rolling-stock to do the same amount of business on slow time as has been done on quick time heretofore."

All on Slow Time.

One week ago yesterday the railroads in and out of Omaha stretched their freight-train running schedules from one hour to three hours on every hundred miles. This was done by agreement, and was simply a move towards economy of operation. Every road save the Chicago & Northwestern lengthened the running time in this way. The agreement was not a hidebound one, and that road, though represented at the meeting at which it was determined to take this step, decided not to make the change for a time, at least. No attempt is made by the operating and the freight departments of the railroads involved to conceal this change in freight time-cards. It is candidly admitted, and the traffic men have very ready explanations of the act. Said one prominent traffic official:

"Speed costs money. We can run bigger loads by running slower, therefore we can run cheaper by running slower. This move is a definite step towards financial retrenchment, and it is in a measure one of self-defense. Labor costs more now. Material is more expensive. Yet we may not raise our rates to meet these advances. We are not like a coal trust. We cannot boost the prices to suit our own demands. Therefore we turn to greater economy of operation as a very efficient method of accomplishing the same end.

Safe for the Roads.

"And just now it is a very safe proposition for any road to enter upon. No road can lose by it at this time, as we are all crowded to the limit with business. At a time when traffic was light and the competition for it therefore very keen, naturally the road that held up to a fast schedule while the others cut would get the major part of the business, but not so now. We all have all we can do, and more, and we might as well do it slow as fast, and a whole lot better as far as the officers of the railroads are concerned.

"Mere business common sense prompted this step. It would be a matter of ordinary enterprise and judgment, at this time when the roads are so notoriously short of motive power, and when everything costs so much, to let one engine do all it can in the way of a haul and disregard the speed. We were foolish not to do it sooner. But we have awakened to the situation at last, and all the past week there has been a general slowing up of freight trains and a general increasing of their size and weight.

Embarrasses Shippers.

"Of course this has caused some embarrassment to shippers at the start. It would be impossible to inaugurate a change so sweeping without some little difficulties arising at the start, but they have not been many. Before the operating departments were well accustomed to the new order of things shipments were delayed some, being held till the trains grew to a size sufficient to send out. Now we are getting all that systematized, and there will not be much more trouble.

"Of course the shippers laid everything that did happen to that one thing—the change in schedule. Here we are at a time when it is true that every line of railroad is congested with business, and when conditions are existing on all lines under which traffic delay is always sure to occur. Yet all these difficulties, which would for the most part have happened anyway, are charged to our slowing up of time.

Take Advantage of the Night.

"In many ways this slowing of freight will not affect the shipper a particle. Take the case of our Chicago trains from there here. Every night after the close of the day's business in Chicago a train starts for here with merchandise, and the former schedule was about twenty-six hours. That brought the trains in here about 8 or 9 o'clock the next night. There they lay all night long, as of course no deliveries could be made till the next morning. Now, it costs money to bring those trains across at that clip, and now we are going to save some of that money, without harming the shipper a particle, either. The trains will now take seven or eight hours more for the trip and will get in at anywhere from 4 o'clock to 6 in the morning. The deliveries will be made then at once, but no later than if the train had been lying there all night long, and no sooner. The same thing holds true of the service between here and Denver. In lots of instances where we will add time it will make absolutely no difference to the delivery of goods.

"Of course there's one man that will always kick on the lengthened schedule. That is the packer, who gets 1 cent a mile for his refrigerator cars, and they won't cover as many miles in a day as before. We expected a howl from that source, and we are already hearing it."

LESS WORK FOR PULLMAN MEN

Nine-Hour-Day, with Old Wages, is Given by Palace Car Company.

CHICAGO, Ill., Feb. 1.—The Pullman Car company has posted a notice announcing that on April 1 ten hours' wages will be paid for nine hours' work to every man employed in the works. Nearly eight thousand men are affected, and more than $70,000 will be added to the company's pay roll each month. One thousand extra men will be employed to do the work performed in the tenth hour by the old force.

Under the old schedule the men worked sixty hours a week. Under the new system they will work fifty-four hours a week, and will have Saturday afternoons off.

RESULTS IN LEGISLATURE

Events of Last Week of Far Reaching Importance to the State.

FAIR START MADE ON REVENUE REVISION

Other Matters Have Attracted Temporary Attention, but This is the All Absorbing Topic of Thought.

(From a Staff Correspondent.)

LINCOLN, Feb. 1.—(Special.)—Last week was, thus far, the most eventful week of the twenty-eighth session of the Nebraska legislature. But upon the deliberations of this week, even though the legislature is not in session, hang results of state-wide interest, the most important by all odds which this legislature will be asked to produce. The formulation of a revenue bill, destined to provide resources for effacing the enormous illegal debt of $2,500,000 with which this state is burdened, is the work to be accomplished before the legislature reconvenes a week from tomorrow. It was to enable the joint house and senate revenue committee to perfect this work that the adjournment was taken. While the task confronting this committee is indeed an enormous one to perform in so short a time it is said by committeemen that it will be discharged and that a bill will be ready for introduction Monday, February 9.

Nearly all of last week was consumed in debate or action preliminary to revenue reform, or at least to final disposition of the revenue bill. Monday the committeemen began talking about their plans of procedure and airing their views as to which would be undertaken, complete revision or amendments of the present revenue law; Tuesday night the joint committee held its first actual meeting and decided to take as a basis of its work the present Nebraska law; Wednesday night the committee submitted to the public the first opportunity of presenting views and ideas as to how the work should be undertaken; Thursday night another such open meeting was held, when, as on the previous night, citizens for and against revenue revision, railroad representatives being among the latter, appeared and addressed the committee. Then on Friday night the committee held a private meeting and accomplished its first tangible results. Saturday morning, evening and night found the committee still busy.

Railroads Are Active.

It still is the general consensus that if left entirely to the untrammeled will of the legislators the universal demand of the people of Nebraska for adequate revenue revision would be manfully met. But there is grave fear that outside influences, chiefly from the railroads, will thwart the popular will and block successful work along this line. Certain it is that the railroads want no revision of the revenue laws, and equally certain is it that they are bending their energies to prevent any.

Already the revenue committee has accomplished some results. It has considered the first forty sections of the present revenue law and taken tentative action on several sections. Nothing which has been done thus far, however, is final and everything will be subject to change until the committee has completed its work and is ready to report.

As has been already published, the committee has taken the Nebraska law as the basis of its operations. It was the desire of the railroads that it take the proposed Kansas law, and the Union Pacific, which has endorsed this bill for Kansas, exerted its efforts to induce the joint committee to accept this proposed law as the basis of its work, but was unsuccessful.

Two of the notable events of the week were the public debates between railroad representatives and representatives of the people on the question of revenue and taxation. John N. Baldwin and Ben White, attorneys for the Union Pacific and Elkhorn, respectively, championed the railroads' side and E. Rosewater, J. H. McIntosh, Victor Rosewater, E. M. Pollard and others sustained the side of the people, and the consensus of opinion seemed to be in favor of the people's champions.

The proposition of giving to the city of Omaha the right of levying direct taxes on the railroad terminals within the corporate limits of the city entered largely into this discussion.

Repudiates Land Leasing.

Of the important proceedings in the house and senate, the repudiation of the Dietrich land leasing bill in both houses was notable.

The Perry resolution in the house to exclude professional lobbyists from the floor and lobbies created considerable stir on Tuesday, and disappointment the day following when it was tabled.

A wave of opposition to the so-called printing trust swept through both branches of the legislature, causing considerable disturbance. The house adopted a resolution ordering an investigation of the contract by which its printing was done, the contract having been let to the State Journal company by the State Printing board. The resolution instructed the committee to ascertain whether the house could not make its own contracts and secure more advantageous terms with this or some other firm than those which existed.

Nearly all day Saturday both houses were in a tumult over the question of adjourning a week to give time for the joint revenue committee to complete its work of framing a bill. It was a most complicated affair, involving all sorts of parliamentary devices. It finally resulted in the passage by the house of a resolution to adjourn until Monday, February 9, in which the senate concurred. The railroads were supposed to have exercised a good deal of interest on one side or the other of this question, but their hand was well concealed and the fight ended without its betrayal, to a certainty.

The Gilbert Omaha water works bill, which was substituted for Senator Howell's bill for the same purpose, was finally passed last week.

NEBRASKA CITY PROSPERS

All Factories Running to Full Capacity and Some Are Enlarging.

NEBRASKA CITY, Neb., Feb. 1.—(Special.)—The opening of this month finds this city in the most prosperous condition in its history. Every factory and manufacturing plant in the city is in full operation and several of the larger plants have been obliged to secure temporary additions to their plants, as business has increased to such an extent that their present quarters were inadequate. The Morton-Gregson company and the King Drill company contemplate new buildings and additions to their plants as soon as the weather permits work to be commenced.

Gets Out of Heavy Fine.

OGALLALA, Neb., Feb. 1.—(Special.)—C. F. Haad, the party who was fined $400 by County Judge Mathews for giving away samples of whisky, was released yesterday by Judge Grimes of the district court. Judge Grimes' decision was that the complaint was not sufficient to indict.

Ice Shows Signs of Breaking.

FREMONT, Neb., Feb. 1.—(Special.)—The warm weather of the past few days is having its effect on the Platte river. Yesterday afternoon there was considerable water running over the ice, and in the main channel it was beginning to break up. The river was quite high when it froze in, but the ice is not as thick as it generally is, and it will require several more days of warm weather to in any way endanger the bridges.

TELEPHONE FIGHT IS WARM

Fremont City Council Takes Action Which Will Stop Bell Company from Doing Business.

FREMONT, Neb., Feb. 1.—(Special.)—At the special meeting of the city council last evening a resolution was adopted prohibiting the Nebraska Telephone company from putting in any new 'phones or repairing or extending their lines. There was standing room out in the council chamber when the council was called to order. W. J. Courtright appeared for the Fremont Telephone company. A resolution was introduced by City Attorney E. F. Gray reciting that as the Nebraska Telephone company was operating without a license and not subject to any restrictions or regulations as was the other company they be prohibited from erecting any poles, stringing any wires or cables, putting in any new 'phones or repairing or replacing any wires or cables on any streets, avenues or alleys of the city, that the street commissioner be directed to cause any fallen or broken wires or poles to be removed. He said the object of his resolution was to compel the Bell people to get a franchise, and the only way to stop them was to prevent them from doing any more wiring or repairing.

Mr. Courtright, for the Fremont company, thought the resolution too stringent. He didn't want the Bell company put out of existence in Fremont entirely, and introduced a resolution to prohibit them from putting in any new 'phones or extending their lines, but permitting them to keep in those already in. It was moved and seconded that the resolution of Mr. Courtright be adopted.

Shively of the Second ward moved to substitute the resolution of the city attorney. The motion was seconded, and on roll call the vote stood four for and four against. Mayor Wilson voted yes and declared the motion carried. On the original motion as substituted the vote stood the same. The announcement of the result was greeted by considerable applause from the audience.

The telephone trouble will undoubtedly reach the courts very soon. The Bell people claim that they have a right to do business here, as they have been permitted to put up poles and wires for nearly twenty years, and have paid occupation taxes to the city. They claim that the object of the Fremont company is to freeze them out entirely so they in turn can have the monopoly of the business. They intend to go ahead as before, and when the street commissioner prevents them from repairing or doing new work to bring the question of their rights before the courts in the shape of an injunction. The sentiment of the city council appears to be in favor of granting a franchise on about the same terms as that given in the local company in case one is asked for, while the position of the Bell people is that they have obtained the right to do business by the implied consent of the city and propose to go ahead anyhow.

FARMERS WANT BETTER ROADS

Present System or Its Administration Responsible for Much Loss.

WEST POINT, Neb., Feb. 1.—(Special.)—The question of good roads is being thoroughly agitated in this county. The condition of the roads leading to this city in particular are a fright. Much trade is being diverted to other points by reason of the neglect of the local boards. The public sentiment is being aroused, forcible articles are appearing in the county papers and a movement is on foot to remedy the existing state of things. The Board of Supervisors will take the matter up in earnest at its next meeting.

NEBRASKA CITY, Neb., Feb. 1.—(Special.)—The farmers of Otoe county are demanding better roads. J. W. James, one of the most prosperous farmers in this county, in an interview stated that the farmers desire a different method of taxation for country road work. As the system is conducted at present each precinct has a road overseer, who depends upon the county commissioners for funds to make the roads. Mr. James stated that the poll tax fund in the county amounted to very little, as in some districts there were very few men but were past the age limit and free from this tax. Mr. James is in favor of a direct road tax sufficient to keep all roads in passable condition and the election of a road overseer for a township or for the whole county, who would be responsible for the work at all times and not be dependent upon the whims of the commissioners to secure the proper care of a particular road. As land values increase in this county farmers begin to realize the necessity and value of good roads. The movement just begun in this county will no doubt lead to other counties joining in the movement.

Ready to Resume Lighting.

NEBRASKA CITY, Neb., Feb. 1.—(Special.)—B. P. Eagon, the new superintendent of the water and light company, assumed the management today and announces that the company will resume its contract for lighting the streets. The city has been in darkness for several weeks and the business of the city was partially embarrassed on account of the failure of the water company to fulfill its contract.

One More Mail Carrier.

NEBRASKA CITY, Neb., Feb. 1.—(Special.)—A new carrier was added to the mail force in this city today. Eben Northcutt will make the mail delivery in the suburbs. The addition of a mounted carrier to the force cuts down the districts of the other five carriers and enables them to give all the people a twice-a-day service.

Eastern Star Entertains.

OGALLALA, Neb., Feb. 1.—(Special.)—The Ogallala chapter of the Eastern Star gave a very pretty entertainment last evening at the home of the worthy matron, Mrs. J. W. Welpton. The entertainment consisted of a social, with theatricals and a banquet. The rooms were beautifully decorated with candles and evergreens, and the guests with carnations.

Gage County Mortgages.

BEATRICE, Neb., Feb. 1.—(Special.)—Following is the mortgage record for Gage county for the month of January: Number of farm mortgages filed, 22, amount, $51,014; number of farm mortgages released, 43, amount, $60,652. Number of city mortgages filed, 24, amount, $11,274; number of city mortgages released, 25, amount, $16,378.

New Building for Bank.

BEATRICE, Neb., Feb. 1.—(Special.)—Plans for a new bank building to take the place of the Beatrice National Bank block, destroyed by fire some time ago, have been let to Architect R. W. Grant. The new structure is to cost $30,000 and will be modern in every way.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets. This signature on every box. 25c. E. W. Grove

COMPROMISE IS SUGGESTED

Diplomats Propose New Scheme for Settling Venezuelan Trouble

FRANCE IGNORES ALLIES COMPLETELY

Insists on Old Right to Collect Customs Directly and Will Thus Enforce Immediate Payment of Its Debts.

WASHINGTON, Feb. 1.—A compromise of the demand for preferential treatment in the settlement of their claims against Venezuela has been submitted to the allies by their representatives at Washington, and while no answers have been received as yet, there is reason to believe they will accept.

This compromise was suggested by one of the representatives of the allies here, and while it has not formally received the endorsement of Mr. Bowen, it is thought he will not oppose it providing the United States and other nations outside the combination can not be substantially injured.

Propose to Modify Demand.

The details of the proposition under consideration are not obtainable, but in a general way it is understood to be a modification of the allies' contention that they be recognized as Venezuela's preferred claimants. The plan suggested provides that for a short period, perhaps six months or a year, Great Britain, Germany and Italy shall receive exclusively 30 per cent of the customs receipts of the ports of Puerto Cabello and La Guayra, and at the end of this period all claimant nations be placed on the same footing and the 30 per cent be divided among the claimant nations in a ratio based on the amount of each claim. The proposition is considered as a compromise which will allow the allies to withdraw their ships from Venezuelan waters without a serious loss of prestige.

Whether the claimant nations outside of the tripartite agreement will assent is not known. The British ambassador called by appointment on Secretary Hay this afternoon and it is believed that some such plan as this was under discussion, the British ambassador wishing to acquaint himself with the exact attitude of the United States regarding Lord Lansdowne's contention for preferment.

France May Continue Deadlock.

France has it in its power to continue the present deadlock, for, while the other unallied claimants have outstanding against Venezuela certain unadjusted claims, all of the French claims are in a forward state. France claims that so far from assisting it in the collection of its Venezuelan claims, the blockade, if anything, has hampered it, in that it closed all ports to commerce and prevented the collection of the customs receipts.

It is the hope of the representatives of the allies in Washington that their governments will not insist that the period for preferential payments be made so long as to prevent its acceptance by the other nations. By his evident desire to take up the negotiations at Washington with all the speed consistent with prudence and good form, Baron Speck von Sternberg has gained from the Washington officials the same respect that made him a diplomatic favorite many years ago. The fact that he asked permission to waive the customary presentation ceremonies which ordinarily occupy several days has convinced Mr. Bowen, and, incidentally, the Washington government, that Germany wants the Venezuelan matter settled with all possible speed.

The Italian ambassador, Signor Mayor des Planches, paid an official call on Mr. Bowen this afternoon to assure him that the representatives of the allies were still continuing to communicate with their governments, and hoped to present an answer shortly.

Mr. Bowen returned the call of Baron von Sternberg, and remained for some time discussing the situation. The German minister also received a call from the British ambassador today.

The German minister has cabled at length to Berlin, stating his personal views on the situation. It is not believed that he is averse to accepting the principle of Mr. Bowen's proposition.

France Takes Firm Stand.

CARACAS, Feb. 1.—In reply to Mr. Bowen's inquiry as to what Venezuela intends to do regarding the demand for preferential treatment made by the allies, President Castro has telegraphed:

The Venezuelan government desires equal treatment for all the creditor nations in Europe and America, keeping in mind in addition its diplomatic conventions and anterior stipulations.

The French legation has notified the Venezuelan government that in virtue of the convention of 1867, France was allowed to collect directly a part of the revenues of several customs houses in Venezuela as a guarantee for its diplomatic claims arising out of the previous revolutions. France, it is said, renounced forever by the convention of 1885 the exercise of this right on condition that the interest on this debt should always be regularly paid. As payments had not been made, France, without asking the authorization of Germany, England and Italy, intended to revive its right of direct collection.

The French charge d'affaires has paid visits to the foreign ministry, and has twice called on President Castro during the past 48 hours.

FIRE DAMAGES FREIGHT HOUSE

Union Pacific Company Saved Serious Loss by Good Work of Firemen.

(From a Staff Correspondent.)

LINCOLN, Feb. 1.—(Special Telegram.)—Fire of uncertain origin in the office of the Union Pacific freight house tonight did about $500 damage to the building and contents. The office is separated from the freight department by a partition and against this was stacked household goods and freight of all descriptions, but by vigorous work on the part of the firemen the flames reached only a portion of the goods. The office furniture and walls were badly scorched and a pile of old records was destroyed by water.

The fire was discovered about 7:30 o'clock by a car repairer passing the office. At that time the blaze was running up the south wall in the office and soon burned through the roof and leaped high in the air, making a spectacular sight. A high wind was blowing and it was only by hard work that the flames were prevented from spreading to the large warehouses of the Lincoln Transfer company. It is thought the fire originated from a stove, but there were no indications of it when the agent left the office at 5 o'clock.

Big Grain Receipts.

BEATRICE, Neb., Feb. 1.—(Special.)—The total amount of grain marketed in this city during the month of January is estimated at 30,000 bushels of oats, 70,000 bushels of wheat and 150,000 bushels of corn. It is thought this estimate is a little low on the corn and oats, when it is taken into consideration that much of the grain was sold to private consumers and the feed stores.

Fruit All Right Up to Date.

NEBRASKA CITY, Neb., Feb. 1.—(Special.)—Mr. A. Tipton, one of the largest fruit raisers in the state, stated that the fruit prospect in this county was never better at the beginning of February. Unless something unforeseen happens there will be a monster crop of small fruit and peaches in this locality. Mr. Tipton has one of the largest cherry orchards in this part of the country and is sure that so far there has been absolutely no damage to the buds this season.

BREWERS FAVOR SOCIALISM

National Union of Beer Makers Receives Reports Urging Collective Ownership.

CINCINNATI, O., Feb., 1.—The annual convention of the United Brewery Workers began here today with 150 delegates from unions all over the United States.

National Secretary Julius Zorn and Assistant Secretary Louis Kemper presented elaborate reports, both favoring the socialist propaganda. Their recommendations were referred to a committee. As the organization opposes "one-man power," there is no president and there will be a different presiding officer at each day's meeting.

The New York delegates were not admitted, their claims being referred to the committee on credentials. It was charged that the fourteen delegates from New York represent unions that have been favoring their local brewers.

The convention is considering the question of co-operation with the socialists politically; affiliation with the American Federation of Labor or the American Labor union; jurisdiction over engineers; local troubles in different cities, especially in New York and Cincinnati; making the organization international so as to include Canada; and the attempt of the National Teamsters' union to assume the control of the beer drivers.

The national executive board and committees were in secret sessions during the afternoon and evening.

INSULAR TRADE GROWING

Philippine Imports and Exports Both Show Gratifying Increase During October.

WASHINGTON, Feb. 1.—Official returns of Philippine commerce for October, 1902, just received, shows considerably larger imports than in any single month since American occupation, aggregating $3,279,692. Two-fifths of this amount is credited to the purchase of food supplies, and is due to crop failures in the archipelago.

The exports were valued at $2,847,577, somewhat above the monthly average based on shipments during the ten months of the last calendar year, and an increase over the same month in 1901.

For the ten months ended October 31, 1902, imports, exclusive of gold and silver and government supplies, were valued at $27,618,014, a material gain over the same period of each of the two preceding years. Imports coming from the United States have doubled since 1899.

The total value of exports for the ten months was $22,086,595, an increase of nearly $3,000,000 over the same period of 1900.

WILL CASE IS REOPENED

Claimants to Stewart Estate Bring Witness Over Sea from Ireland.

NEW YORK, Feb. 1.—By an order granted by the supreme court the will of A. T. Stewart has again been opened for contest. The old documents are tomorrow to be submitted to the examination of lawyers and handwriting experts, in an effort to show that the old will should be thrown out and a new line of heirs admitted.

Several witnesses have been brought here from Ireland and maintained here since October, who are relied upon to prove the pedigree of heirs.

The claim is for one-sixtieth of the estate which is probably worth from $250,000 to $500,000 if the division can be carried back far enough and appraised at present values. The present suit is directed against the property at Tenth street and Broadway, which is estimated to be worth $3,500,000.

PRISONER FEARS LYNCHING

Sent to Illinois to Stand Trial for Bank Robbery Expresses Dread of Farmers.

ST. LOUIS, Mo., Feb. 1.—Jerry Richtmyer, who was arrested here several days ago, was taken to Chester, Ill., today to answer the charge of robbing the Steeleville bank. As he left the Four courts he said he feared lynching.

"I know there is no use to resist going back," said the prisoner, "because they would get a requisition for me, and I would have to go anyway, but there's no telling what those farmers will do. I'm glad Steeleville is not the county seat. It is not far, though, from there to Chester, where I will be jailed, and I do feel uneasy."

SHOOTS WIFE'S VISITOR

New Jersey Husband Separated from Spouse Kills Man in Helpmate's Room.

NEW YORK, Feb. 1.—Walter Ramsey of Harrison, N. J., was shot and instantly killed in the apartments of Mrs. George McDowell in Harrison, N. J., today. The shooting was done by Mrs. McDowell's husband, who left the house after the affray, taking his wife with him, and has so far eluded the police.

Mrs. McDowell later surrendered. According to her statement she was in another room when her husband entered and shot Ramsey. McDowell and his wife had been living apart for some time.

SCALDING WATER KILLS TWO

Unknown Person Throws Two Buckets of Boiling Fluid on Sleeping Newsboys.

PITTSBURG, Pa., Feb. 1.—Three newsboys, Fred White 14, Fred Reck 12, and Fred Hess 12, were so seriously scalded shortly after midnight that White and Reck will die.

They were sleeping in the areaway of the First National bank when some unknown person threw two buckets of scalding water upon them. Hess is the only one who can talk, but he is unable to give the name of the person who threw the water.

NOSE BLEEDS FIVE WEEKS

Actor Dies of Strange Complaint Which Baffles Medical Science.

BALTIMORE, Md., Feb. 1.—Robert Edgar Vance, an actor, 52 years old, died today at the city hospital.

Five weeks ago Mr. Vance's nose began to bleed and he was removed to the hospital. Every known remedy was tried by the physicians and surgeons to relieve the sufferer without avail.

MINERS MAY COMPROMISE

Soft Coal Operators Consider Offering Ten Per Cent Increase.

SAY CONSUMERS WILL HAVE TO PAY

Indiana Owner Claims Ninety-Five Per Cent of Fuel Cost is Amount Paid in Wages to Men.

INDIANAPOLIS, Ind., Feb. 1.—The scale committees of the miners and operators will meet again tomorrow and resume consideration of the miners' demands.

Expressions of opinion heard today indicated that the session will be protracted and that if the miners insist on the demands already made that there will be no agreement, which will mean a suspension of work on April 1.

Both sides seem determined and the operators say they will never yield to the present demands. Many of them do say, however, that the miners should have some increase this year and many believe that an increase of 10 per cent would be about right.

W. S. Bogle, head of the Indiana operators, said tonight that whatever increase the miners secured, if they secured any, would have to be borne by the consumers.

"Over 95 per cent of the cost of coal is labor," he said. "The statement that I made in the conference yesterday that if we granted the proposition of the miners just as they made it, it would add 60 cents per ton to the cost to the consumers, is absolutely true."

MEXICANS FEAR VOLCANO

Earthquake Shocks Destroy Houses and Drive People Into Panic.

CHIHUAHUA, Mexico, Feb. 1.—Reports from Urique regarding the earthquake in that district state that there were four severe shocks throughout that section, occurring on the 22d, 25th, 26th and 27th. All were followed by loud explosions, but only slight damage resulted.

Eighteen houses were destroyed at Guazapares, state of Chihuahua. The people of the district are panic stricken and fear a volcano. Clouds of dust hung in the atmosphere after each earthquake, but there is no indication of a volcanic eruption.

DUTCH TRAINS RUN AGAIN

Dock and Riverside Men Are, However, Still Out at Amsterdam.

AMSTERDAM, Feb. 1.—Work was resumed on the Dutch railways tonight in pursuance of the decision arrived at by the operators last night. The men are jubilant at their victory. The railway companies were compelled to yield on account of the danger of famine through the stoppage of meat supplies.

The labor dispute, which involves the dock and riverside workers, is still unsettled and there is a possibility of further trouble in other trades.

Queen Helena Likes America.

ROME, Feb. 1.—At Mr. Meyer's request, Queen Helena making an exception in this case, as her majesty is in mourning for her grandfather, received in audience today Miss Carew, the sister-in-law of President Roosevelt. The queen was most gracious and expressed a great liking for America.

Nationalists Have Not Split.

LONDON, Feb. 1.—John Redmond, M. P., tonight denied the existence of any split in the nationalist ranks on the land question and declared that all Ireland was ready to accept a settlement based on the proposals made by the recent conference.

Biggest Ship Proves Success.

LIVERPOOL, Feb. 1.—The White Star line steamer Cedric, the largest merchant vessel in the world, which left Belfast yesterday on its trial trip, has arrived here safely today after a rough voyage.

TAKE OFF TWENTY-HOUR TRAIN

Pennsylvania Discontinues Flyer as Means to Free Tracks and Lift Freight Congestion.

PHILADELPHIA, Feb. 1.—The discontinuance of the Pennsylvania special, the twenty-hour train between New York and Chicago, will be ordered within a few days. Freight congestion is the cause.

For several months it has been found impossible to maintain the fast schedule without a sacrifice to traffic.

S. M. Prevost, third vice president of the road, said when asked about the proposed withdrawal:

We have been doing everything in our power to facilitate the movement of coal, but feel that we cannot meet the demands on our system without sacrificing some of our fast trains.

On Thursday next the first move in this direction will be made, when the twenty-hour special between New York and Chicago will be discontinued. The high speed at which this train must be run necessitates the keeping of the tracks clear to avoid accidents, and this interferes seriously with the freight traffic.

The running of this train will not be renewed until the congestion of freight is fully relieved.

ROCK ISLAND PUSHES TRUST

Railroad Corporation Said to Be Behind Scheme to Merge Indiana Mines.

TERRE HAUTE, Ind., Feb. 1.—J. K. Seifert, Chicago; A. M. Ogle, Indianapolis, and J. H. McClelland of Brazil, representing the Rock Island interests, are renewing options on Indiana bituminous mines, which expired January 1, to have them extended to April 1.

The plan is to form a corporation capitalized at $25,000,000, with $12,000,000 common and the same amount in preferred stock. If the deal goes through most of the companies will accept 40 per cent cash and the rest in stock for their property. The block coal field is not included.

PAY RAILWAY GUARDSMEN

Pennsylvania Decides to Give Men Who Served with Military Wages Railway Kept.

PITTSBURG, Pa., Feb. 1.—The Pennsylvania railway will send out checks this week to employes who served during the anthracite coal strike as members of the National Guard, in full payment for their wages on the railway during the several months the strike was in progress.

The distribution is entirely voluntary.

STABBED IN SALOON BRAWL

Colored Men Fight in Kentucky Bar and One of Them Dies from Wounds.

MAYSVILLE, Ky., Feb. 1.—Last night Charles Duncan was stabbed to death here. Henry Lightfoot is charged with the crime.

A crowd of colored men entered Burk's saloon late at night, among them Duncan and Lightfoot. Later Duncan fell to the floor, stabbed in three places. No one saw the deed committed, but as Lightfoot's cap was found in the place and he cannot be located today the officers think he did it.

DEATH RECORD.

Mrs. T. G. Peterson.

Mrs. T. G. Peterson, aged 57 years, died at her home, 3415 Parker street, Sunday morning of pneumonia. The deceased had moved to this city about six months ago from Manson, Ia., to which place the body will be taken for interment.

Prussian Minister of State.

BERLIN, Feb. 1.—E. Delbruck, Prussian minister of state, is dead.

A perfect substitute for Butter

Swift's Jersey Butterine

will save you one-half on your butter bill.

Clean, wholesome, and appetizing, it is a perfect substitute for butter.

Put up in one and two-pound prints.

Swift & Company, Chicago
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Try the Southwest

Oklahoma, New Mexico, Texas, Indian Territory and Kansas, are almost the only parts of the west where GOOD land is cheap and CHEAP land is good.

Investigate and you will surely invest.

The low rates via the Rock Island, February 3 and 17, enable you to look things over at small cost.

Ask about them.

TICKET OFFICE,
1323 Farnan St., Omaha.

Rock Island System

MEN NERVE BEANS quickly cure nervousness, all results of abuse, falling manhood, drains, losses. Married men and men intending to marry should take a box; astonishing results; small weak parts and lost power restored. $1.00 at Sherman & McConnell Drug Co., Omaha.

AMUSEMENTS.

BOYD'S Woodward & Burgess, Managers.

TONIGHT, TUESDAY NIGHT—SPECIAL MATINEE TUESDAY — THE ELABORATE OPERA COMIQUE—

THE PRINCESS CHIC

VERA MICHELENA in the title role. JOS. MIRON in his original role.
Prices—Mat., 25c to $1; night, 25c to $1.50.

WEDNESDAY AND THURSDAY—THE DISTINGUISHED ENGLISH ACTOR—

KYRLE BELLEW, in

A GENTLEMAN OF FRANCE

Prices—25c, 50c, $1, $1.50.

FRIDAY & SAT. MAT. AND NIGHT—THE DAINTY, TUNEFUL—

SAN TOY

Original company of 75—Prices: Mat., 25c to $1; night, 25c to $1.50.

CREIGHTON Orpheum

Telephone 1531.
Matinees Thursday, Saturday, Sunday, 2:15.
Every Night, 8:15.

HIGH CLASS VAUDEVILLE

LeRoy, Talma and Bosco; Winona and Frank, Arnim and Wagner, Melville and Conway, Maud McIntyre, Hedrix and Prescott, Albert Karteill and the Kinodrome.
Prices—10c, 25c, 50c.