Your Money's W
THE OMAHA BEE
Best in the W

THE OMAHA DAILY BEE.

Want Ads Count
THE OMAHA BEE
Best in the West

ESTABLISHED JUNE 19, 18[illegible]. OMAHA, TUESDAY MORNING, MAY 1, 1906—TEN PAGES. SINGLE COPY THREE CENTS.

JAMES E. BOYD DEAD

Only Democratic Governor of Nebraska Succumbs After a Long Struggle.

END HAD BEEN EXPECTED FOR TWO DAYS

Death Due to Disease Peculiar to Old Age that Worked Steadily.

FOR OVER YEAR FIGHT FOR LIFE WENT ON

Born in Foreign Land, Became Leader as an American Statesman.

HONORED BY POLITICAL FRIEND AND FOE

Coming to Nebraska in Its Infancy He Helped Build State Which Bows in Sorrow at His Death.

Former Governor James E. Boyd died at his residence, 1908 Davenport street, Monday afternoon. The end came calmly and without pain after a long struggle for life. At the bedside were the governor's three children—Mrs. Bierbower, Mrs. D. O. Clark and James Boyd of St. Louis. His brother, Thomas F. Boyd of Sioux City, who was with him up to Sunday, had left for his home in Sioux City.

The death of Governor Boyd follows closely upon the death of former Governor Thayer, whom Boyd succeeded as chief executive of Nebraska and with whom he was embroiled in one of the most bitter political contests in the history of the state, but with whom he became cordially associated in friendship later, a friendship warmer because of the other relations that had existed. It was the source of keen regret on the part of Governor Boyd that he could not attend the funeral of his dear friend, Governor Thayer, in Lincoln about a month ago.

Governor Boyd had been in poor health peculiar to old age for over a year. For months his life had been despaired of. He took a trip to Texas in January in the hope of regaining strength, but the visit beside the southern waters proved of no help and he returned to Omaha a little while ago worse than when he left. Since that time he had been closely confined to his home and bed. His death had been momentarily expected since Sunday evening.

James E. Boyd's Life.

James E. Boyd was born in County Tyrone, Ireland, September 9, 183[illegible] and lived there with his parents until he was 9 years old. His father, Joseph Boyd, owned and operated a mill on the Blackwater river, and in 1844 emigrated, bringing his family to the United States, the crossing from Liverpool being a stormy one requiring forty-two days. The family was established on a farm in Belmont county, Ohio, where James E. Boyd worked during the summer and attended school in winter. Financial reverses compelled Joseph Boyd to give up farming and take employment as a miller at Zanesville. When he was 14 years old the boy worked in a grocery store, later entering a carpenter shop and learning the trade. With his brother, John M. Boyd, he came west in 1856, stopping first at Des Moines, where they worked as carpenters. When they completed a house for Hoyt Sherman, a brother to the late Senator Sherman of Ohio, they hired a wagon to convey tools and baggage, there being no railroads west of Iowa City, and pushed forward to Omaha, arriving August 14, 1856.

Early Work in Omaha.

The brothers at once found employment with Root & Visscher, a carpenter firm with a shop on the present site of the Millard hotel. They worked for three weeks at $3.75 a day, and then began business as carpenters and joiners on their own responsibility. The following winter is reputed the most severe in the state's history, but the Boyd brothers stayed and in the spring built the first Douglas county court house at Sixteenth and Farnam streets on land now occupied by the Paxton block. They also built one of the first churches, a meeting house for the Congregational denomination. In November of 1857 James E. Boyd was elected to the first of a long series of political offices, the premier being a county clerkship. He did not know he was to be a candidate until noon of election day, and appointed his opponent, C. P. Burkett, his deputy, allowing the deputy to perform the duties of the office and eventually resigning, as he was too busy with other things to devote time to the position.

He married Anna H. Henry of New York August 22, 1858, the ceremony being performed in the Pacific house at Council Bluffs. They went to Buffalo county and took up a farm near the present town of Gibbon, breaking 160 acres of virgin soil. He opened a general merchandise store here and also at Kearney. The first house he built was a double log house, and it was the finest habitation for many miles. Mr. Boyd remained on his farm on Wood river for nine years, farming, raising stock and filling contracts with the government for hay and grain at Fort Kearney. The contracts were large and profitable, as many soldiers were required on the frontiers and all supplies were moved by beasts of burden. In 1865 he engaged in the business of freighting across the plains and in 1866, when the Union Pacific railroad was built to a point forty miles east of Kearney, secured the first of a number of grading contracts for the line. In four years he graded more than 300 miles of the first railroad across the continent and made the nucleus of his fortune. Mr. Boyd was sent from Buffalo county to the first legislature that convened after Nebraska was made a state, or that of 1866. In the Cheyenne Indian raids and massacres of 1864 Mr. Boyd, his family and property had narrow escapes from annihilation. He became a private in a company of the First Nebraska regiment the same year and never was mustered out to his knowledge.

Permanent Home in Omaha.

Mr. Boyd and his family, which had increased by the addition of a daughter, came back to Omaha in 1868, when the residence at 1908 Davenport street, thereafter the permanent home of the Boyds, was purchased. Mr. Boyd bought a controlling interest in the Omaha Gas company and for two years managed the corporation. In the winter of 1869-70 he organized the Omaha & Northwestern Railroad company and was elected its first president. He constructed the road, under personal supervision, from Omaha to Tekamah, supplying one-sixth of the funds from his own resources. This railroad is now part of the main line of the Chicago, Minneapolis, St. Paul & Omaha system. He was one of the organizers of the Central National bank of Omaha, and was

(Continued on Second Page.)

KING [illegible]ASCENDS VESUVIUS

Edward and Alexandra Visit Observatory and Talk With Scientists in Charge.

NAPLES, April 30.—The weather continuing fine, King Edward said he would not leave Naples without visiting the observatory, as he desired to meet Prof. Matteucci and Frank Perret of Brooklyn, N. Y., assistant director of the Royal observatory on Mount Vesuvius. The duke and duchess of Aosta were delighted and offered to guide the king. Five automobiles were ordered to convey the royal party to Mount Vesuvius.

Mrs. White, wife of the American ambassador, formed one of the royal party which tried to reach the observatory Saturday and it was hoped she would be able to accompany their majesties today, but it was found that she had already returned to Rome.

King Edward, Queen Alexandra and the duke and duchess of Aosta arrived at the observatory this afternoon, where they were met by Profs. Matteucci and Perret. The king congratulated both the scientists on their work and drew a minute account of their experiences in the days they passed as prisoners in the observatory during the recent eruption of Vesuvius, a period in which seismologists were exposed to the danger of a horrible death.

After [illegible] the royal party ascended above the [illegible]atory through two feet of volcanic a[illegible] which had scarcely dried since the torre[illegible] of last week.

The fatigue of [illegible]k was repaid by a view of the sm[illegible] volcano, beneath which spread the [illegible]ed plains and valleys.

King Edward and Queen Alexandra left Naples tonight for England.

MESSINA, April 30.—The volcano of Stromboli, after a period of quiet, is resuming activity and is emitting smoke and solid material.

DEMOCRATS HAVE MAJORITY

Opposition to Present System Will Control the New Parliament of Russia.

ST. PETERSBURG, April 30.—The constitutional democrats now have a clear working majority of seven, 178 members of Parliament belonging to that party. This, however, by no means represents the strength of the combined opposition to the government, as fifteen members have been elected by the social democrats and thirty-seven are classified as progressives. Besides, the opposition is expected to draw strength from forty-eight members who are classified as independents and from seventeen whose political opinions are unknown. The conservatives and reactionists are in a hopeless minority.

KIEFF, Russia, April 30.—A sensation has been caused here by the action of the police in confiscating all copies of the official St. Petersburg Russkoe Gosudarstvo, the organ of Premier Witte, because the authorities here resented the paper's political attitude as being too liberal.

BURLINGTON REBATE ARGUED

Attorneys Hold That Acts Complained of Relate to International Commerce.

KANSAS CITY, April 30.—Arguments on a motion to dismiss in the case of the government against the Chicago, Burlington & Quincy railway, charged with giving rebates illegally, were begun in the federal court here today before Judge McPherson of Iowa. The attorneys for the railroad argued in support of a motion to dismiss the entire proceedings against their clients upon the grounds that while rebates had been made they were upon shipments for foreign ports. They argued that the Interstate Commerce commission had jurisdiction over "interstate" business, but not over "international business." United States District Attorney Van Valkenburg will argue the other side of the question tomorrow.

Judge McPherson fixed May 22 as the date for trying the Chicago, Burlington & Quincy railway, G. H. Crosby and G. H. Thomas, respectively former general freight agent and freight broker for that road; the trial of the indicted packers was set for May 28; the Missouri case of the Chicago, Burlington & Quincy was set for May 28; the trial of J. C. Kulhorn and Fred Wann, formerly connected with the Chicago & Alton railway, was set for June 1; the same date was set for the trial of the Chicago & Alton railway. On June 24 the remaining cases are to be tried.

D. H. Kresky, a Kansas City freight broker, who was indicted on the charge of rebating and also for conspiracy, has filed a demurrer. His defense is that he was neither a shipper nor a common carrier, but a middleman not contemplated by the law.

HABERDASHER STORE ROBBED

Stephens & Smith's North Sixteenth Street Place Entered by Burglars Sunday Night.

The store of Stephens & Smith, haberdashers, 169 North Sixteenth street, was entered Sunday night by burglars, who gained entrance by unlocking the front door. The estimated value of the plunder taken was placed at $400. The articles taken consisted of twenty-five dozen kid gloves, twenty-five dozen neck ties, three dozen silk handkerchiefs and a quantity of collar buttons and underwear. The plunder was all new stock and the job was that of professionals, the police believe. The case was reported to the police as soon as the block watchman tried the door of the store on his rounds. The authorities of various towns were notified and Detectives Donohoe and Heitfeld placed on the case.

SALOONS ARE TO CLOSE TODAY

Chief of Police Donahue Issues Strict Orders that Law Be Rigidly Enforced.

"The saloons of Omaha will not be allowed to remain open between the hours of 8 a. m. and 8 p. m. on election day," said Chief of Police J. J. Donahue last night. "The law requires all such places to be closed during the time the polls are open, and I have given strict instructions that the law be enforced. The police will see that there are no violations and no excuses will go."

Sorrow is Held.

NEW YORK, April 30.—Gustav E. Sorrow, vice president of the defunct Bank of America of Chicago, arrested yesterday charged with conspiracy, was held in the Tombs today in the absence of $6,000 bail awaiting extradition.

Idle in Anthracite Mines.

SHAMOKIN, Pa., April 30.—Although the whistles were blown today not a miner responded for work in this region except at W. L. Connell & Co.'s Enterprise washery, which has been in operation some time.

SENATE WILL VOTE FRIDAY

Agreement to End General Debate on Rate Bill that Day.

AMENDMENTS WILL BE TAKEN UP

Each Will Be Discussed Under Fifteen Minute Rule Until Debate is Exhausted.

WASHINGTON, April 30.—The senate will begin voting on the amendments to the railroad rate bill on Friday, May 4. An agreement to that effect was reached today, but it proved impossible to so extend the understanding as to have it include the fixing of a date for taking a final vote on the bill as a whole. Mr. Tillman first proposed a final vote on May 9, and Mr. Morgan was the only senator to make objection. His opposition was sufficient, however, to frustrate the design and the next most feasible course, the disposition of amendments, was decided upon. The general impression among senators is that the final vote will be reached within a week from the time of the beginning of the consideration of amendments. Most of the time of the senate today was devoted to listening to a speech by Mr. Clarke of Arkansas, he characterized the pending rate bill as ineffective in correcting existing conditions.

The house bill appropriating $170,000 for the emergency needs of the Navy department at Mare Island and for the postal service at San Francisco, made necessary by the recent earthquake, was passed by the senate when it convened today. Mr. Daniel gave notice that tomorrow he would address the senate on the rate bill.

A house bill authorizing the Central Canal & Irrigation company to divert waters from the Sacramento river, California, was passed.

The railroad rate bill was called up by Mr. Tillman and Mr. Clarke (Ark.) made a speech on the measure.

The speech of Mr. Clarke was directed to the several legislative questions in controversy. He stated at the outset that in his opinion the pending bill was not in accordance with the demands of the public and if passed the public would get a very bad impression of the capacity of congress to correct existing evils with the carrier service.

The Arkansas senator took up the subject that had been debated by Messrs. Bailey and Spooner as to whether congress had the power to limit the granting of preliminary injunctions and he said that unless some better authority was brought forward than that presented by the Wisconsin senator the assault upon Mr. Bailey's contention could not be upheld. Mr. Clarke said he would not make a wholesale attack upon the issue of injunctions, for he believed the injunction to be a wholesome power, but he was convinced that congress could say in certain cases preliminary injunctions cannot be granted.

Mr. Clarke contended that congress had power to issue preliminary injunctions in certain cases and any rate bill should go out relieved of the possibility of judicial interference with the findings of the commission. He also held that the only judicial question involved in the matter of rate fixing was the question of just compensation and that the courts could exercise jurisdiction on no other point. He thought there should be not only a valuation of the roads, but that the compensation should be fixed at say 6 per cent. In the cases of the more valuable roads he would arrive at a correct return by determining the value of the property.

"What would you do with roads that make nothing?" inquired Mr. Foraker.

"Turn them over to somebody that could make money out of them," responded Mr. Clarke.

He admitted that there might be cases in which it would be impossible to find a feasible scheme of making the roads pay the stockholders.

Agreement to End Debate.

Mr. Tillman suggested May 9 for the date for taking the vote on the railroad rate bill.

The request brought out suggestions from fifteen or twenty senators, but no one made objection to naming a date until Mr. Morgan was heard. He said he would not oppose an effort to fix a day for beginning the consideration of the bill section by section, but that he would not agree to naming a time for the final vote. After further discussion unanimous consent was secured to have the general debate cease on Thursday, May 3, and to have the bill taken up by sections with the beginning of the session Friday, with the understanding that from that time forward amendments shall be considered under the rule limiting the speeches to fifteen minutes in duration, the vote on each amendment to be taken when the debate is exhausted.

"Thank the Lord for that!" exclaimed Mr. Frye, with a sigh of relief, evidently voicing the sentiment of the entire senate.

After an executive session the senate adjourned.

SEED DAY IN THE HOUSE

Eighteen Pages of the Agricultural Bill Perfected.

WASHINGTON, April 30.—This was both a field day and "seed" day in the house, the major portion of the legislative session being given over to the consideration of the agricultural appropriation bill, and incident thereto the free distribution of seeds, which it does not provide for, but which many members desire to be restored to the bill.

Immediately after the approval of the journal Mr. Olmsted of Pennsylvania presented a resolution of thanks on behalf of the people of the United States to General Horace Porter for his untiring efforts to discover and disinter the body of Admiral John Paul Jones. The resolution was unanimously adopted, with the further resolution that General Porter's speech delivered at Annapolis on the interment of the body of America's first admiral should be printed in the Congressional Record and made a congressional document.

Eighteen pages of the agricultural appropriation bill were considered and perfected. The debate on the question of free seeds will be resumed tomorrow, when a vote is expected on the amendment to insert a clause for $10,000 for the purchase and distribution of "rare and unusual seeds."

Irrigation in the West.

WASHINGTON, April 30.—Chief Engineer C. P. Newell of the government reclamation service, informed the house committee on irrigation of arid lands today from 25,000 to 30,000 acres of land would be irrigated at the beginning of the present irrigation season from the interstate canal between Wyoming and Nebraska. Most of this land is in Wyoming. Under the Truckee-Carson project in Nevada, about 20,000 acres are to be irrigated this year. The supply of water in both cases will meet the present demand.

NOTICE

Persons wishing to vote for Erastus A. Benson, who for lack of time or disability of any kind are unable to go to the polls by themselves, will be taken to the polls in carriage or automobile if they will call up Fred D. Wead's real estate office, Tel. No. Douglas 1529, and ask that conveyance be sent to them.

CHARLES C. GEORGE,
Chairman Real Estate Committee.

HARRIMAN VISITS SEATTLE

Union Pacific President Says Extension Will Be Postponed Until He Gets Satisfactory Franchise.

SEATTLE, Wash., April 30.—E. H. Harriman today declared that his road in entering Seattle would demand the same concessions that have been granted other lines and that unless he got them he would defer building. With an expenditure here of between $8,000,000 and $10,000,000 Mr. Harriman said his plans in Seattle represented a total expenditure that would mean an annual interest charge of $600,000. But unless he gets a franchise satisfactory to the road he will hold his real estate and refuse to extend. Incidentally Mr. Harriman denounced the real estate speculators on the Sound who had held up his road and declared that rather than do any more business which gave the speculators a chance to hold up the line he would wait ten years for legitimate property valuations.

Mr. Harriman wants an entrance to his passenger depot over Fourth avenue, which would involve a slight curve to reach the property.

City officials have been trying to keep railroads off this street and suggested two other thoroughfares. Double and sharp curves involving difficult operating problems would ensue. Mr. Harriman declares positively that he would not consider these alternatives. The Harriman system will not commence building until all the franchise matters are settled in Tacoma and Seattle. Within a year after these grants are made Mr. Harriman says he will have his line completed.

QUIT THE COAL BUSINESS

Officials of B. & O. Sell Stock and Resign Directorships in Mining Company.

BALTIMORE, April 30.—What is looked upon here as the first highly important result of the investigation by the Interstate Commerce commission into the relations existing between coal carrying railroads and mining companies on their lines is the announcement today that the Baltimore & Ohio has disposed of its holdings of the stock of the Consolidation Coal company and that Oscar G. Murray, G. Randolph and Hugh L. Bond, jr., the first being the president and the other two vice presidents of the Baltimore & Ohio, have resigned from the directorate of the Consolidation Coal company, and their places thereon have been filled by the election of Vanlear Black of this city and Walton Miller and S. L. Watson of Fairmont, W. Va. The stock heretofore held by the Baltimore & Ohio is said to have amounted to over 53,000 shares, being 53 per cent of the entire capital stock of the Consolidation company. The money consideration involved in the transaction is said to be about $5,000,000. Control of the Consolidation Coal company carries with it control of eight other coal companies.

SONS OF REVOLUTION MEET

Seventeenth Annual Congress of American Society in Session at Boston.

BOSTON, April 30.—All sections of the country were well represented at the opening in this city of the seventeenth annual congress of the National Society of the Sons of American Revolution, which will continue through tomorrow.

In addition to the business meetings, the delegates will make excursions to Concord and Lexington to view the scenes of revolutionary battles.

The report of the secretary-registrar general, A. Howard Clark, of Washington, D. C., showed that the present active membership is 11,284, the addition during the year having been 795.

EMERGENCY BILLS PASSED

Navy and Postal Departments to Receive Cash for Rush Work at San Francisco.

WASHINGTON, April 30.—The house bill appropriating $170,000 for the emergency needs of the Navy department at Mare Island and for the postal service at San Francisco, made necessary by the recent earthquake, was passed by the senate when it convened today. Mr. Daniel gave notice that tomorrow he would address the senate on the rate bill.

Longshoremen May Strike.

CLEVELAND, April 30.—Twenty thousand members of the Longshoremen's union, it is said, will be on strike at all lake ports.

TORNADO IN FURNAS COUNTY

Telegraph and Telephone Lines Down and Only Meager Details Obtainable.

NUMBER OF PEOPLE SERIOUSLY HURT

Large Amount of Property Destroyed, but, So Far as Learned, No One Was Killed—No Reports from West of Oxford.

OXFORD, Neb., April 30.—(Special Telegram.)—The most destructive tornado in the history of Furnas county passed over this section at 6 o'clock this evening, leaving wide devastation in its path. So far as known there were no fatalities, though a number were injured. The list obtainable at this hour is as follows:

Bertha Hartman, aged 12, internally injured, critical.
Miss Annie Hartman, seriously bruised.
Mrs. Rosa Draws, arm broken.
Fred Drews, badly bruised.
Unidentified man, crushed.

The starting point of the storm is not known here, but, coming from a southwesterly direction, is first known to have struck at the farm house of John Reynolds, five miles west of Oxford, where it demolished two large barns. It continued in the same general direction, destroying the residences of Fred Hartman, Fred Loos, Fred Drews, the barns of Bert Luke, J. H. Guick, C. B. McKimmey, Fred Loos, S. W. Daniels, William Hensie, T. J. Cook and most of the buildings on the large ranch of ten barns on Spring creek, also the school houses in the Buffalo and Morningview districts. In all these cases the loss was complete. In addition, scores of smaller buildings and windmills were demolished.

The path of the storm was through a rich agricultural section and nearly all of the buildings were of a substantial character. The home of Thomas Cook, the largest farm house in the vicinity, was carried a distance of thirty feet. The total loss will aggregate many thousands. The clouds had a peculiar dipping or zigzag motion. They were followed by a fall of rain and hail. On account of the cool weather and showery conditions all day, the storm was unexpected.

All telephone systems are disorganized. Telegraph wires are down west of here, and it is feared reports of loss of life and widespread damage will come in from other directions.

ALDA, Neb., April 30.—(Special Telegram.)—The heaviest rainfall of the season with some hail fell today. During the storm lightning struck a windmill thirty or forty yards from the residence of A. J. Fitzsinger, tearing a hole in the bottom of the tank a foot square. No othere damage was done.

DEATH RECORD.

Funeral of Taylor Flick.

BROKEN BOW, Neb., April 30,—(Special.)—Hon. Taylor Flick was buried yesterday under the auspices of the Masonic lodge. The funeral was one of the largest in the history of the city and was attended by many hundred friends. Services were conducted by Rev. W. H. Sanders, rector of St. John's Episcopal church, of which the deceased was a member. Owing to the crowd attending, arrangements had been made for the use of the Methodist church, the largest religious edifice in the city. The rector spoke feelingly of the departed's useful career and manly fight he had made in life's battles. When the cemetery was reached Emmett Crawford lodge assumed control and the body was interred under Masonic rites and honors. Mr. Flick was candidate for governor of this state in 1900, on the middle-of-road populist ticket. He leaves two sons, Walter, who lives in Oklahoma, and George, who is a prominent government official at Washington, D. C.

Mrs. Adaline Hodgin.

Mrs. R. F. Hodgin has received word of the death of Mrs. Adaline Hodgin at Chesterhill, O., the aged mother of the late R. F. Hodgin, who was proprietor of the Omaha Trade Exhibit, who died of Bright's disease. Mrs. Hodgin was the last member of the family of six, consisting of herself, her husband, two sons and two daughters, to die from Bright's disease.

Margaret Williams.

Margaret Williams, infant child of Mr. and Mrs. Oscar B. Williams, died yesterday afternoon of peritonitis.

Secretary Bonaparte Ill.

WASHINGTON, April 30.—Advices received here from Secretary Bonaparte, who is at his home in Baltimore, are to the effect that he is believed to be an ill man and perhaps threatened with pneumonia. He is said to have suffered from a chill while at Atlantic City Friday and this was followed upon his return to Baltimore by another and more severe one.

In the Race for Omaha City Offices

REPUBLICAN TICKET	DEMOCRATIC TICKET	SOCIALIST TICKET
Mayor E. A. BENSON	**Mayor** JAMES C. DAHLMAN	**Mayor** C. F. F. MICHELSEN
Clerk S. K. GREENLEAF	**Clerk** DAN B. BUTLER	**Clerk** JESSE MORAINE
Comptroller W. E. JOHNSON	**Comptroller** C. O. LOBECK	**Comptroller** PETER MEHRENS
Attorney JOHN P. BREEN	**Attorney** H. E. BURNAM	**Attorney** ADOLPH GUTER
Bldg. Inspector JOHN H. BUTLER	**Bldg. Inspector** C. H. WITHNELL	**Bldg. Inspector** CHARLES BAUER
Councilmen—Wards	**Councilmen—Wards**	**Councilmen—Wards**
1. E. A. WILLIS	1. ANDY HANSEN	1. DANIEL LENTZ
2. W. W. BINGHAM	2. LEE BRIDGES	2. A. W. BRUBAKER
3. H. B. ZIMMAN	3. W. C. NORRIS	3. WM. CASTLEMAN
4. JOHN A. SCOTT	4. L. B. JOHNSON	4. B. H. VIAL
5. L. E. LUCAS	5. G. F. BRUCKER	5. T. H. BOWEN
6. G. L. HURST	6. W. S. SHELDON	6. W. GILLAN
7. C. S. HAYWARD	7. ALMA JACKSON	7. CHAS. HARMS
8. C. J. ANDERSEN	8. J. C. DAVIS	8. ED WHALEN
9. J. C. PEDERSEN	9. THOS. M'GOVERN	9. P. S. CONDIT
10. GEORGE COTT	10. P. E. ELSASSER	10. S. P. SORENSEN
11. F. CRAWFORD	11. M. F. FUNKHOUSER	11. E. J. MORROW
12. D. A. N. CHASE	12. J. W. BEDFORD	12. JOHN UBA

ELECTION TUESDAY. POLLS OPEN 8 A. M. TO 6 P. M.

NEBRASKA WEATHER FORECAST

Showers Tuesday, Wednesday Fair and Warmer.

Temperature at Omaha Yesterday:

Hour.	Deg.	Hour.	Deg.
5 a. m.	54	1 p. m.	56
6 a. m.	52	2 p. m.	58
7 a. m.	52	3 p. m.	58
8 a. m.	51	4 p. m.	57
9 a. m.	52	5 p. m.	59
10 a. m.	53	6 p. m.	58
11 a. m.	54	7 p. m.	60
12 m.	55	8 p. m.	55
		9 p. m.	56

LAKE TRAFFIC IS TIED UP

Many Longshoremen and Marine Workers Quit Work at Midnight.

CLEVELAND, O., April 30.—The order of President Keefe of the Longshoremen's union for a suspension of work was received by longshoremen and marine transport workers here today and at midnight the men obeyed, work on the docks here being suspended at that time.

At Sandusky all of the men obeyed the strike order at midnight and the docks there are also idle.

Members of the Longshoremen's union said tonight that the matter is now wholly up to the Dock Owners' association.

BUFFALO, N. Y., April 30.—At midnight 6,000 men, every member of the Longshoremen's union in this port, went on strike in accordance with orders from President Daniel J. Keefe. They include marine firemen, oilers, water tenders, lake pilots, grain scoopers, stationary dock firemen, coal handlers, ore handlers, tug firemen and engineers.

It is said htre that every port on the great lakes wil be affected by the strike and that lake commerce will be tied up with one of the biggest strikes on the great lakes in years.

Chicago, April 30.—Only six bots were affected by the longshoremen's strike tonight, so that the number of men actually out here is small. On these vessels a number of the pilots were not members of the union, but they made application for membership and quit work with the union men.

MORMON CHURCH IN POLITICS

Presbyterian Woman Says They Desire to Secure Power in the Nation.

KANSAS CITY, April 30.—Miss Edith Hughes of Burton, Kan., who for twelve years has been working under the missionary society of the Presbyterian church, and who has been a missionary among the Mormons in Utah, said last night in an address from the pulpit of the Linwood Presbyterian church of this city:

"The great object for which the Mormon church is striving is political power. A constitutional amendment against polygamy is the only thing feared by the Mormons. They know that they cannot circumvent the national government, and if polygamy is left to state control they can preach it and practice it ultimately with legislation sanction by the election of 'safe' men to office.

"When they can control twelve states the Mormons can defeat a constitutional amendment. Their plan is to get enough Mormon voters to move to the states which they have marked for control.

"The menace of Mormonism to the country is increased by the fact that the Mormon church is the best organized institution in the world with the exception of the German army."

LARGE OUTPUT OF COAL

United States Geological Survey Reports on Work in the Anthracite Region.

WASHINGTON, April 30.—According to a preliminary report on the production of anthracite in 1905, made public by the United States Geological survey today, the tonnage during that year was the largest in the history of the industry. The official explanation of this is that it partly is due to the experience of the trade in the preceding severe winters and partly by the fear of impending trouble in the anthracite region, which caused both dealers and consumers to lay in heavier stocks. In 1905 the production of anthracite amounted to 69,839,152 long tons valued at $141,878,000. The average price of anthracite per ton was $2.26, the average number of men employed in the mines was 165,406, and the average days worked 215.

An increase in the shipments of the smaller sizes of coal is noted.

The disastrous effect of strikes on the trade is shown in the record ofr 1902, when the production of anthracite was only 39,-940,710 long tons worth $76,173,386. The average price of coal per ton in that year was $2.35, the average number of men employed was 148,141 and the average number of days worked was only 116.

LAND GRANT BEFORE COURT

"Katy" Railroad Would Establish Right to Valuable Tracts in Indian Territory.

WASHINGTON, April 30.—In the United States supreme court today a motion was filed by the attorney general of the state of Kansas asking leave to file an original suit on behalf of the state against the officers of the Interior department, the head chief and subordinate officials of the Creek tribe of Indians and the allottees of that tribe to establish the right of the Missouri, Kansas & Texas Railroad company to the land granted to that company through the state of Kansas in 1866. This is a part of the grant concerning which so much has been recently said in congress and it covers each alternate section of land for ten miles on either side of the road, through not only the Creek nation, but through the Chocktaw, Chickasaw and Cherokee nations. In the Muskogee nation there is over 500,000 acres of land and the entire grant embraces 3,000,000 acres. The value of the land is placed at $20 an acre, but some of it is coal land and is worth far more. The motion was taken under advisement.

BANKER'S BODY IS FOUND

Walter W. Somers of Hulls, Ill., Short in Accounts, Kills Himself.

QUINCY, Ill., April 30.—The body of Walter W. Somers, missing cashier of the International bank, of Hulls, Ill., was found in the cellar of the residence adjoining his own. He disappeared on April 14, leaving a deficit of $2,200 in his accounts. His father, John W. Somers, a banker at St. Joseph, Ill., had made good the deficiency. Somers had shot himself in the temple.

MORE FOOD NEEDED

Mayor Schmitz Says the Available Supply is Nearly Exhausted.

SEVEN HUNDRED CARLOADS USED SO FAR

Report that Provisions Are Plentiful, He Says, is Misleading.

STATEMENT BY GENERAL GREELY

Army Officer's Estimate Thinks There is Enough for Fifteen Days.

CONGRESS CALLED UPON FOR MORE MONLY

Mr. Hearst Introduces a Resolution Appropriating $2,500,000 to Be Expended by the Secretary of War.

SAN FRANCISCO, April 30.—With no immediate prospects that conditions will be so normalized that the community will be able to feed and take care of itself, the supply of food on hand or under way is becoming distressingly small. No man connected with the relief affairs is willing to hazard an opinion as to when relief work may be abandoned. Yet Mayor Schmitz informed the general committee this morning that from information in his possession it appeared that 700 carloads of food and supplies of various descriptions had been distributed since the morning of the earthquake on April 18, and the Southern Pacific, the Santa Fe and other transportation lines had information of only 108 cars on the way.

"If," said the mayor, "this information is correct, and I have no reason to doubt it, we will soon be worse off than we were a week ago. If the information has gone abroad throughout the country that we are amply supplied it is most unfortunate, for it is apparent that we are not. It is not even known how much money we can use to purchase supplies, for you have heard from Mr. Phelan on several occasions that part, at least, of this money subscribed by individuals or companies in the east is being disbursed through private agents here. While it is true that contributions of money will be much more to the purpose than contributions of supplies, the world should be notified that if the one is not available the other will be most gratefully received. I am not speaking of non-perishable supplies, and as to such things as eggs, milk, butter and the like it will be better if we continue to buy these things in the immediate vicinity."

Statement by General Greely.

Basing his calculations on reports received within the last twenty-four hours, General Greely stated this morning that the entire available food supply, including shipments on hand and those en route, would be sufficient for the present population during a period of fifteen days. This reckoning is made upon the rate at which supplies have been consumed since the fire. Under the army ration system that will hereafter prevail, General Greely stated his belief that the same amount of food would last twenty-one days.

General Greely stated that Oakland would be placed upon the same basis as San Francisco in this respect; that the various relief stations would possibly be taken over by army officers by tomorrow noon. Mayor Mott stated that there had been some diversion of food supplies from the channels intended, but these were not serious. Dr. D. E. Baker will assume charge of the distribution of supplies on behalf of the city of Oakland.

Houses Destroyed by Blasting.

An unfortunate happening today was the destruction of a number of homes in the saved section on Van Ness avenue. The blasting gang was notified that certain insecure walls were a menace to pedestrians and in order to blow up an unusually solidly constructed facade was obliged to use a large quantity of dynamite. As a result of the tremendous explosion four houses on the other side of the city's broadest thoroughfare were utterly wrecked.

Plans for over thirty large buildings will be drawn and will be submitted to the authorities immediately after the building laws are promulgated. The mayor notified the Board of Supervisors today that he would appoint a committee consisting of engineers, architects, builders and lawyers to prepare plans for laying out streets and boulevards and reconstructing San Francisco.

Street car lines are being extended in all directions and the United railways has promised to give the people within a short time a better system of transit than existed before the fire.

At the meeting of the finance committee this afternoon no plans were submitted for solving the financial troubles of the city and that question still remains open for future consideration.

Of San Francisco's seventy-six school buildings twenty-eight were wiped out or made useless. The Department of Education has declared the school year, that opened last fall, at an end and has announced an indefinite vacation.

Removal of Debris.

Today marked the beginning of the disentangling of San Francisco from its disordered condition and commencing the work of reconstruction. On many sides were visible indications of the determination of merchants to resume business. Gangs of men with teams were excavating for foundations in numerous vacant lots and in other places the removal of debris of burned buildings was well under way. The streets at an early hour were thronged with laborers on their way to the burned districts where they had been engaged to assist in the task of cleaning up. The boats from the cities across the bay and the local electric cars from the suburbs were packed with workmen who had already secured employment.

In many places advertisements were posted on the walls seeking laborers, and these inquiries for men were met with numerous responses from heads of families who were only too willing to engage in any kind of labor. The authorities today issued numerous permits to corporations and individuals to open their safes. Every precaution was taken to establish the identity of owners so that it will be almost impossible to practice fraud in this direction. These safes are of the smaller kind and have sufficiently cooled to permit of their being opened. By this means a little more money will be put in general circulation and some of the distress arising from the want of cash will be immediately relieved.

Today's work for the providing for the destitute and the homeless was done under the plan, devised by General Greely and a check put upon the waste, extravagance and deception that had prevailed to some extent in the past.

A closer watch will be kept on individual