

OIL COMBINE LOSES

Judge Landis Overrules Demurrers to Eight Indictments Charging Rebating.

UNUSUAL POINTS RAISED BY ATTORNEYS

Contention That Direct Cutting of Rates is Not Prohibited is Overruled.

REPEAL OF ELKINS LAW ALSO ALLEGED

Court Finds That It Was Still Effective When Bills Were Returned.

TWO INDICTMENTS ARE RULED OUT

These Are Found to Be Technically Defective—Oil Company Must Go to Trial on the Others.

CHICAGO, Jan. 3.—Judge Landis in the United States district court today overruled the demurrer of the Standard Oil company to eight indictments pending against that corporation, and returned the demurrer as to two other indictments because of technical defects.

"These prosecutions," said the court, "are for alleged violations of section 1 of the act approved February 19, 1906, known as the Elkins law. The charge is that the defendant as to two other indictments because of technical defects.

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SUMMARY OF THE BEE

Friday, January 4, 1907.

THE WEATHER

FORECAST FOR NEBRASKA—Fair and warmer Friday, Saturday, snow or rain falling in west portion.

DOMESTIC

Federal court in Chicago overrules demurrers of Standard Oil company to eight indictments, charging acceptance of rebates.

WASHINGTON

Senator Burkett and Congressman Norris today present when congress recesses after the holiday recess.

NEBRASKA

George in Platte river causes it to overflow at Fremont and lower portion of city flooded.

LOCAL

Nebraska towns appeal to parties interested to prevent strike on Union Pacific road.

LABOR

Nebraska towns appeal to parties interested to prevent strike on Union Pacific road.

LOCAL

Jury selected for trial of Dale and Smead land fraud trials and hearing of cases begun.

LOCAL

Omaha city council makes appropriation of funds for 1907, on the basis of \$50,000 reduction in levy.

LOCAL

Lively fight is on between stockholders for control of the Board of Trade.

SPORTING

President O'Neil sends price of draft for Topeka to National Base Ball association.

SPORTING

Canfield brothers offer management of Des Moines to Mike Kelley.

SPORTING

Mike Kelley is elected president of Minneapolis Base Ball club.

SPORTING

Representatives of Big Nine colleges will meet at Chicago January 12, to consider changes in football rules.

MOVEMENTS OF OCEAN STEAMSHIPS

Particulars of arrivals and departures of steamships.

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FATAL CLASH OF LIMITEDS

E. W. Hastings, Actor of New York, Killed in Union Pacific Wreck.

LOS ANGELES AND OVERLAND COLLIDE

Two Palatial Trains Come Together at Brule, Neb., Rear-End and Several Passengers Are Injured.

Dead: H. W. Hastings, actor, of New York injured: Mrs. J. J. Finch, Sandusky, O.; hand cut, E. C. Manning, Ottumwa, Ia.; slightly injured.

Three mail clerks on No. 8, Naughton, Rodman and Johnson, slightly injured. E. W. Hastings, actor, of New York, killed. Conductor Anderson of No. 8, hand cut. Buffet Porter Meriwether, slightly injured.

Charles Koch, cook on No. 8, slightly injured. J. P. Goodrich, Chicago, hand cut. E. C. Cook, Lewistown, Ia.; slightly injured.

Eugene O'Neill, Palo Alto, Cal.; in Grand Island. Mrs. M. W. Wilkins, Grand Island. G. H. Worley, postal clerk.

The Overland Limited and the Los Angeles Limited, two of the most superbly equipped trains in the United States, came together in a rear-end collision on the Union Pacific at Brule, Neb., Wednesday evening about 8 o'clock, and one man, E. W. Hastings, an actor from New York, was killed, and several were injured, one probably fatally.

The list of injured was secured by a Pullman representative in Omaha, but he refused to give out the list until he had given it to the Union Pacific, and the Union Pacific officials said they had not received the list at noon Thursday.

Of the injured was J. H. Worley, a mail clerk from Omaha, who was severely bruised.

The Overland Limited, No. 2, which was ahead, had been signaled to stop at Brule for orders. When No. 2 stopped a flagman was sent back 100 yards to No. 8, the Los Angeles Limited, Conductor Hincker of No. 2 could plainly see the headlight on the engine of No. 8 approaching and he signaled his engine to go ahead. No. 2 was pulling out and had gained speed of about four miles an hour when No. 8, coming about fifteen miles an hour, struck the engine of No. 8 approaching and he signaled his engine to go ahead. No. 2 was pulling out and had gained speed of about four miles an hour when No. 8, coming about fifteen miles an hour, struck the engine of No. 8 approaching and he signaled his engine to go ahead.

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APPEAL TO PREVENT STRIKE

Commercial Club Protests to Union Pacific and Entreats for Amicable Terms.

At a special meeting of the executive committee of the Commercial club Thursday, to talk over the possibility of a strike of the Union Pacific, this set of resolutions was passed:

"Whereas, We notice that the Associated Press reports that there is a probability of a strike of the Union Pacific railway who are members of the Brotherhood of Locomotive Firemen, in sympathy with the members of that organization now out on the Atlantic system of the Southern Pacific lines, and in view of the fact that a declaration of Grand Master Harrah of the Brotherhood of Locomotive Firemen at Peoria, Ill., and

"Whereas, The business conditions of Omaha, Neb., since the beginning of a strike causing cessation of business would be a very serious matter, causing much damage to business, and the likely result suffering on account of the coal situation, and

"Whereas, So far as we know the relations existing between the Union Pacific Railway company and its firemen are harmonious, and its firemen are harmonious, and

Resolved, By the Commercial club of Omaha, Neb., that the Union Pacific Railway company and to the local officers of the Brotherhood of Locomotive Firemen at Omaha, Neb., be and they are hereby requested to the end that the relations now in existence shall be in no way disturbed and that the Union Pacific Railway company be furnished to the parties interested.

FREMONT, Neb., Jan. 3.—(Special.)—The Fremont Commercial club is watching the labor situation of the Union Pacific with much interest, as the proposed strike would prove a hard blow to business here. A communication has been addressed to the governor and another to the Brotherhood of Locomotive Firemen in the hope of preventing it. A strike on the Union Pacific at this season would cut Fremont's coal supply pretty low, as most of the western coal the town uses comes over that road. Local merchants are much wrought up over it, as they are already, owing to the prevalent congestion of freight, having trouble in getting goods.

NORTH PLATTE, Neb., Jan. 3.—(Special Telegram.)—Citizens of North Platte are becoming alarmed at the serious outlook for a sympathetic strike on the part of Union Pacific firemen. The Commercial club of this city has just held a session and adopted resolutions which are being sent to the grand master of the Brotherhood of Locomotive Firemen, chairman of the grievance committee and E. H. Harriman. The resolutions recite that the Commercial club views with alarm the threatened strike, which would result in a cessation of business in this city dependent upon the Union Pacific railway for fuel and food, particularly when the coal supply is so short. Such a strike would bring untold suffering and disaster in such territory, and plead for a settlement of the labor situation.

SCHUYLER, Neb., Jan. 3.—(Special Telegram.)—A special meeting of the business men of Schuyler was called this afternoon to take action on the impending trouble of the railroad firemen and employees of the Union Pacific, as a strike would cause great suffering, as fuel could not be shipped in and farmers would not get their corn shipped. Mayor Rathschek was appointed chairman of the meeting and J. L. Woods secretary. Short talks were made by Attorney Schuyler, who is attorney for the railroad, and by Attorney Schuyler by Chauncey Abbott, president of the Wells, Abbott & Nieman Milling company. The following resolutions were adopted:

"Whereas, We have been informed of the intention of the Brotherhood of Locomotive Firemen and Engineers, on the Atlantic division of the Union Pacific, to go on strike, and

"Whereas, It appears that a threatened order of action extending said trouble to the Union Pacific railroad, is imminent, and feeling that an embargo on the supply of fuel and food, and the consequent suffering of the community, and the possibility of a loss of life and property, and

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