THE OMAHA DAILY BEE

VOL. XXXVI—NO. 247. OMAHA, TUESDAY MORNING, APRIL 2, 1907—TWELVE PAGES. SINGLE COPY THREE CENTS.

ASK NINE-HOUR DAY

Conductors and Trainmen Agree to Accept Wages Offered by Railroads.

INSISTING UPON SHORTER WORK DAY

Delegates Say They Must Have Better Working Conditions.

FEDERAL OFFICIALS HARD AT WORK

Knapp and Neill Hold Numerous Conferences with Both Sides.

FIREMEN MAKE A SIMILAR DEMAND

Length of Working Day Only Issue Left in Negotiations and They Will Strike if the Trainmen Do.

CHICAGO, April 1.—The railway employes in the train service of the western railroads have reduced their demands to a nine-hour workday and the government officials who came to Chicago last week to bring about a peaceable adjustment of the threatened strike are working hard to overcome that obstacle. Commissioners Knapp and Neill held an almost continuous session today with the general managers and the representatives of the trainmen and conductors. The men today signified their willingness to accept the wage increase offered by the railroads if the managers would grant the demand for the nine-hour workday. The labor delegates declared that the wage increase asked for was a minor consideration, but they could not face their constituents without securing improvements in the working conditions.

It was learned today that the nine-hour demand of the firemen was what has prevented a settlement of that end of the labor difficulties the western roads are experiencing. While acting separately from the conductors and trainmen, the firemen are standing out for the same demands, and it is said in the event of a strike being ordered they, too, would walk out.

St. Louis Brewers Still Out.

ST. LOUIS, April 1.—Ignoring the threat made Saturday night by the owners of the breweries to declare open shops today unless the striking employes resumed work pending arbitration of the scale dispute, the maisters, brewers, bottlers, firemen, oilers and laborers assembled this morning in various halls for further discussion of the situation. None returned to work. The boss brewers also held a conference to decide what further steps to take.

Negotiations looking to the settlement of the strike are under way. Secretary Adam Huebner of the International Brewery Workers' union arrived from Cincinnati today, and with Louis Reisner, another secretary of the [illegible] Cincinnati, arranged [illegible] operators for a conference [illegible] union officials of the American Federation of Labor, with which the firemen, oilers, teamsters and engineers are affiliated, arrived today, but would make no statement concerning the purpose of their presence beyond that they are here to observe the strike conditions. Although the ultimatum of the employers declaring an open shop went into effect today, there was no rush of nonunion men to take the places of the strikers and comparatively few were secured.

The conference between the union officials and the brewers lasted until late tonight and, while no agreement was reached, both sides expressed the belief that a settlement would be affected at a meeting to be held tomorrow morning.

Trouble in Several Towns.

MILFORD, Mass., April 1.—About 350 stonecutters employed by three granite companies in this town went on strike today because of the refusal of the company to grant them an increase of 3 cents an hour in wages and a Saturday half holiday throughout the year. The men have been receiving 40 cents an hour and have had a half holiday on Saturday from April to October. The strikers are members of the Granite Cutters' union.

MONTGOMERY, Ala., April 1.—General Manager Ragland of the Montgomery Traction company announces that full car service will be resumed today and that cars will be run tonight for the first time at night since the strike was declared. Five strike breakers reached Montgomery last night. Several of the nonunion men have left the employ of the company.

READING, Pa., April 1.—Most of the mine workers throughout the anthracite regions are idle today. They concluded to suspend today in commemoration of the nine-hour day victory secured through President Mitchell, and demonstrations were held in different mining towns. The collieries will resume work tomorrow.

DALLAS, Tex., April 1.—The granite cutters in all the large cities of Texas struck today. They demand an increase of from 25 to 35 cents per day. The master masons, it is said, will attempt to have open shops.

SAN FRANCISCO, April 1.—Twelve hundred laundry workers here and 600 in Alameda county today voted to go on strike when their employers refused to grant them an eight-hour day and an increase of wages. Nine laundries here are closed down. Only three laundries agreed to the terms proposed by the union.

VANCOUVER, B. C., April 1.—All carpenters and painters in Vancouver went on strike today and building operations are at a standstill. Seven hundred and fifty carpenters attended a mass meeting this morning, when it was decided to strike until contractors agree to increase wages by $1 per day.

HAYWOOD CASE SET FOR MAY

Western Miners' Federation Official to Face Court Next Month at Boise.

BOISE, Idaho, April 1.—Judge Woods here today set for trial on May 9 the case of William D. Haywood, secretary-treasurer of the Western Federation of Miners, who is under indictment jointly with Charles Moyer, president of the federation, and George Pettibone for the murder of former Governor Frank Stunenberg.

The defendants are to be tried separately, the case against Haywood being the first called.

The trial dates for the two other cases will be decided within a few days.

The cases come to Judge Wood's court from Caldwell, Ida., where on Monday last a motion for a change of venue to Washington county was overruled, and the defendants were given the option of trial in Canyon county or at Boise (Ada county). The defense chose Boise, and accordingly the cases were transferred to the regular April term of the district court here.

SUMMARY OF THE BEE

Tuesday, April 2, 1907.

1907	APRIL					1907
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

THE WEATHER.

FORECAST FOR NEBRASKA—Fair and colder Tuesday; Wednesday, increasing cloudiness.

FORECAST FOR IOWA—Fair and warmer Tuesday; Wednesday, partly cloudy.

Temperature at Omaha yesterday:

Hour.	Deg.	Hour.	Deg.
5 a. m.	38	1 p. m.	58
6 a. m.	37	2 p. m.	61
7 a. m.	37	3 p. m.	62
8 a. m.	40	4 p. m.	63
9 a. m.	45	5 p. m.	64
10 a. m.	49	6 p. m.	62
11 a. m.	53	7 p. m.	60
12 m.	56	8 p. m.	57
		9 p. m.	56

LEGISLATIVE.

Nebraska senate stands by its determination to cut appropriations, refuses to reconsider big cut in state farm appropriation and pares down others. Cone of Saunders calls Walsh of Douglas a liar during debate and speaker is compelled to take a hand to quiet matters. Senate concurs in house amendments to Aldrich's maximum rate bill. Senate names committee to confer with house on date of adjournment. **Page 1**

Employes of the house present Speaker Nettleton with a fine Morris chair. **Page 2**

DOMESTIC.

Conductors and trainmen on western railroads agree to accept wage scale offered by general managers, but are insisting upon a nine-hour workday. If they decide to strike the firemen will go out also. **Page 1**

The Thaw jury is excused until Thursday, at which time the lunacy commission may report. Mrs. Harry Thaw has been called to appear before the commission. **Page 4**

The trial of W. D. Haywood has been set for May 9 at Boise. **Page 1**

President Roosevelt indicates his desire for the election of Postmaster Busse as mayor of Chicago. **Page 2**

Abraham Ruef files suit in California supreme court demanding release from custody of Elisor Biggy. **Page 3**

Federal court in Utah upholds part of demurrer of Union Pacific in case charging conspiracy in distribution and sale of coal. **Page 3**

Minnesota railroads submit a compromise freight and passenger rate law to legislative committee, which promptly rejects it. **Page 1**

NEBRASKA.

State Treasurer Brian in his report to the state auditor shows receipts for March of $510,844; disbursements, $577,492, and balance April 1, $419,300. **Page 3**

Jury [illegible] expected to find Ernest Kennison guilty of murder in the first degree for the killing of Editor Sam D. Cox. **Page 3**

FOREIGN.

The Russian government suggests a change in The Hague conference plans. **Page 4**

The Duma is considering agrarian problems, but will take no action at this session. **Page 4**

WASHINGTON.

The president writes a letter to the Illinois Manufacturers' association reiterating his views on the railroad situation. **Page 1**

Rev. E. Lawrence Hunt will prosecute the Bassett divorce case to clear his reputation. **Page 1**

LOCAL.

One man and a girl fatally and several others seriously injured by a South Omaha car jumping the track and striking a stone wall. **Page 1**

Union Pacific, according to Wall street authority, should make gross earnings this fiscal year of $74,000,000 and net $35,000,000. **Page 12**

Fire which partially destroys Schlitz building in South Omaha Sunday night is supposed to have been incendiary. **Page 5**

Both Judges W. H. and T. C. Munger preside at the opening of the April term of federal court, which takes up some important cases. **Page 12**

Letter of Chief Donahue to his subordinates construed as practical surrender by Mayor Dahlman to the Nebraska Humane society on his dog muzzle proclamation. **Page 5**

Chief of Police Donahue adovocates revocation of licenses of saloonmen who persist in keeping their saloons open Sundays in violation of the law. **Page 7**

SPORTS.

Frank Gotch throws Farmer Burns in straight falls at Chicago. **Page 4**

Memphis Trotting association begins suit to recover gold cup trophy now held by C. C. Smathers, alleging it was secured by fraud. **Page 4**

Annual track and field meeting of Western colleges will be held on Marshall Field, Chicago, June 1. **Page 4**

FINANCIAL AND COMMERCIAL.

Live stock markets **Page 9**
Grain markets. **Page 9**
Stocks and bonds. **Page 9**

MOVEMENTS OF OCEAN STEAMSHIPS.

Port.	Arrived.	Sailed.
NEW YORK	Minnetonka	Samland.
NEW YORK	Frankfurt	
NEW YORK		
LIVERPOOL	Yucatan	
LIVERPOOL	Canada	
CHRISTIANSAND, F	Tiefjen	
HAMBURG	America	
HAMBURG	Pretoria	
HAMBURG	Sicilia	
GLASGOW	Mongolian	
BREMEN		Brandenburg.
DOVER		Vaderland.
BOULOGNE		Potsdam.
GENOA		Lombardia.
ST. JOHNS		Parisian.
ROTTERDAM	Smolensk	Petersburg.
PLYMOUTH	Kron. Prinz Wilhelm	
GIBRALTAR		Princess Irene.
CHERBOURG		Kaiser Augusta Victoria.

LABOR STATUTE IS UPHELD

Federal Judge Rules That Law Prohibiting Discrimination Against Union Men is Valid.

COVINGTON, Ky., April 1.—Judge Cochran of the federal court today upheld the law prohibiting common carriers from discriminating against labor unions.

The case in point is that of William Adair, master mechanic of the Louisville & Nashville, who was indicted for discharging O. B. Page, a member of the Brotherhood of Locomotive Firemen. A demurrer to the indictment filed by Adair on the ground of unconstitutionality was overruled by the court.

ROOSEVELT'S POSITION CLEAR

Nothing to Add to or Take Away from Stand Taken by Him.

WRITES TO ILLINOIS MANUFACTURERS

Decides Not to Come West to Address Convention, as He Has no New Message to Convey to the People.

WASHINGTON, April 1.—President Roosevelt has decided not to accept the invitation of the Illinois Manufacturers' association to deliver a speech at Springfield, Ill., on the railroad situation. He addressed a letter yesterday to C. H. Smith, president of the association, stating that it would be impossible for him to accept their invitation, extended last week, because he did not feel that he had anything to say at this time in a special address on this special subject.

The president has received a great number of requests for a statement by him, or a speech to be made by him in connection with the railway situation. He has given these requests the utmost weight and most careful consideration. After fully looking into the matter the president informed his advisers that he had come to the conclusion that there was nothing now which he had to say at this moment on the railway situation; that he did not deem it either wise or proper to say anything with a view to any immediate situation in Wall street, and that as he should only give expression to the definite and settled policy to be carried out wholly without regard to the exigencies of the moment and as his views on the policy in question were already a matter of record, it did not seem necessary at this time to repeat them.

No Explanation Needed.

To the different men, friendly and unfriendly, who have visited him or written to him he has answered verbally or in writing that his words and acts have spoken for themselves and needed no explanations whatever and that he should not in his future course deviate one hair's breadth from the course he has pursued in the past and was now pursuing.

The staement was made from an authoritative source today that "even a most cursory examination of what the president has repeatedly said in speech and in message will show the utter nonsense of supposing the government has the slighest intention to take any action which would invalidate the safety and stability of the railroad securities now issued, the whole legislative program of the president having been proclaimed again and again as one to insure the future against the mistakes and delinquencies of the past. The president holds that every executive action taken under his administration, whether by the Department of Justice or by the Interstate Commerce commission, has furnished its own ample justification.

It was pointed out today in administrative circles that the president has made no references in his speeches or messages to the question of the physical valuation of railroads. This position, it was said, is that the roads themselves will work out this problem as an item of bookkeeping and reference was made to the fact that two roads—the Northern Pacific and the Great Northern—already have submitted figures as to their physical valuation.

Question of Overcapitalization.

It can be stated on authority that the president again will ask congress at its next session for power to deal with the question of overcapitalization of railroads. A similar request was made at the last session, but favorable action was not taken upon it.

In his letter to Mr. Smith the president enclosed copies of the speech he made at Raleigh, N. C., October 19, 1905, and the one he delivered before a delegation of railway employes in this city on November 14, 1905, together with his last message to congress at the beginning of the first and second sessions of the last congress. The president concludes his letter to Mr. Smith as follows:

You will see in the two speeches and the two messages that I have said about all that I would say if I spoke now. As I said to your body the other day, I have already expressed again and again my carefully thought out beliefs. I am more firmly than ever convinced that these beliefs are wise and that the policy I recommended in my message at the opening of each of the last regular sessions of congress must be carried out. Just at the moment I do not see that I have much to add to what I already have said, and I think what has occurred since I wrote the two messages in question merely illustrates in striking fashion the desirability of the course I therein outlined.

Portions of Speeches.

Portions of speeches and messages marked by the president follow:

From his Raleigh speech:

I do not believe in government ownership of anything which can with propriety be left in private hands, and in particular I should most strenuously object to government ownership of railroads. But I believe with equal firmness that it is the duty of the government to exercise a supervisory and regulatory right over the railroads; for it is vital to the well being of the public that they should be managed in a spirit of fairness and justice toward the public. Actual experience has shown that it is not possible to leave the railroads uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind, and puts a premium upon unscrupulous and ruthless cunning in railroad management; for there are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors, and they thereby force other big shippers and big railroad men who would like to do decently, into similar acts of wrong and injustice, under penalty of being left behind in the race for success. Government supervision is needed quite as much in the interest of the big shippers and of the railroad man who want to do right as in the interest of the small shipper and the consumer.

If there is in the minds of the commission any suspicion that a certain railroad is in any shape or way giving rebates, or behaving improperly, I wish the commission to have power as a matter of right, not as a matter of favor, to make a full and exhaustive investigation of the receipts and expenditures of the railroad, so that any violation or evasion of the law may be detected. This is not a revolutionary proposal on my part, for I only wish the same power given in reference to railroads that is now exercised as a matter of course by the national bank examiners as regards national banks.

It must be understood, as a matter of course, that if this power is granted it is to be exercised with wisdom and caution and self restraint. The interstate commerce commissioner or other government official who failed to protect a railroad that was in the right against any clamor, no matter how violent, on the part of the public, would be guilty of as gross a wrong as if he corruptly rendered an improper service to the railroad at the expense of the public. When I say a square deal, I mean a square deal; exactly as much a square deal for the rich man as for the poor man, but no more. Let each stand on his merits, receive what is due him, and be judged according to his deserts.

To Railway Employes.

In his address to the delegation of railway employes, in this city, November 14, 1905, the president said:

There has been comparatively little complaint to me of the railroads being as a whole too high. The most serious complaints that have been made to me have

(Continued on Second Page)

CAPTAIN MACKLIN ON STAND

Officer Who is to Be Court-Martialed Does Not Believe Negro Soldiers Are Guilty.

WASHINGTON, April 1.—The testimony of Captain Edgar A. Macklin of company C, Twenty-fifth infantry, was taken by the senate committee on military affairs today in the Brownsville investigation. It proved interesting particularly for the reason that Macklin is to be tried by court martial after his return to Texas, and for the further reason that he was shot by an unidentified negro at Fort Reno after the negro soldiers were taken away from Fort Brown. Macklin does not believe the negroes were guilty of shooting up Brownsville, according to his story told on the stand today.

Captain Edgar A. Macklin of company C, Twenty-fifth infantry, testified today in the senate Brownsville investigation. He had just arrived from San Antonio, Tex., where he attended the Penrose court martial and where he will be court martialed also on charges growing out of the affray. He said today that after he had examined the garrison to ascertain the effect of the shooting and finding no damage there he went outside the gate and at the mouth of an alley not far from the garrison wall he found six cartridge slips and seven cartridge shells of the type used for the Springfield rifle. These shells were found in a circular space about ten inches in diameter which he declared to be an impossible position unless they had been placed there by some one. Captain Macklin said he had done everything possible to discover who did the shooting including the careful questioning of the men of his command.

Senator Foraker asked the witness to give his opinion as to who did the shooting. Captain Macklin said:

"Well, I don't think the men did it."

He told of the attitude of his men toward the investigation and said he had read every line of testimony that had been taken in at the various inquiries and that he is convinced that the firing was not done by the men of the Twenty-fifth infantry.

At the afternoon session Captain Macklin was cross examined, principally as to his whereabouts when the shooting occurred and the evidence given by former negro soldiers that they had been unable to find the captain in his quarters when Major Penrose sent them to arouse him. Captain Macklin said that he did not believe the soldiers had come to his quarters.

The shells which Captain Macklin picked up outside the garrison wall were put in his desk, he said, and were forgotten until after the battalion left Fort Brown. Search for them later had been unavailing.

Chairman Warren questioned Captain Macklin concerning the attack upon him at Fort Reno after the Brownsville affray when the captain was shot through the head. The witness said he was in doubt as to who did the shooting.

"Officers of my regiment tried to make me believe that the shooting was for the purpose of robbery," he said "but it is my own theory that it was not." He said the shooting had been done by a masked negro but that he knew nothing more concerning it. Corporal Knowles of company A, Twenty-fifth infantry, is under arrest charged with having committed the assault, but Captain Macklin said that the evidence against Knowles is purely circumstantial.

SOLUTION OF RACE PROBLEM

Two Great Movements Looking in This Direction Launched in Georgia.

ATLANTA, Ga., April 1.—Two great movements looking to the solution of the race problem in the south, especially in Georgia, have been launched and have gained the support of some of the most prominent men in the country, according to a statement made by a conference of the Atlanta Evangelical Ministers' association today. One movement is being urged by Dr. John E. White, pastor of the First Baptist church, who reported to the conference that it is gaining great headway.

"Five of the wealthiest men in the south," Dr. White stated, "have put all they have back of this movement. We contemplate the organization of all the moral forces of the south in one great body and the appointment of a commission, composed of the best and most learned men of the south to handle the problem and deal with the situation affecting the relationship of the race."

The other movement is being fostered by Former Governor W. J. Northen of Georgia, who has been urging in speeches all over the state the establishment of better relations between the races. The plan contemplates the selection of a state commission composed of lawyers, whose duty it shall be to have the laws of the state so revised as to do away with the present objections as to the legal manner of trying and punishing persons charged with criminal assault, and to provide for the punishment of the leaders and members of mobs.

MEXICAN CONGRESS CONVENES

Message of President Diaz Deals with Industrial and Commercial Conditions.

MEXICO CITY, April 1.—President Diaz tonight opened the second session of the Twenty-third Mexican Congress. In a long message dealing with the commercial, industrial and financial questions, the chief executive sets forth the needs of the country.

Dealing with the labor situation and commenting on the recent strike in the state of Vera Cruz, the president says:

In various parts of the republic there have been movements on the part of labor in the form of peaceful strikes. An occurrence of this nature toward the close of last year took on considerable importance, as the operatives of a large number of industrial establishments in various states and in the federal districts suspended work. Both employes and employer refused to find a solution for the conflict and after I had conferred with both sides their differences were adjusted to the advantage of all, with the single exception of the operatives of certain factories near Orizaba, where disorders took place, and resulted in damage to property.

The central government backed up the local authorities with all promptitude and quickly restored order.

The finances of the republic are in very good condition and the outlook for general prosperity could not be better.

THREE YEARS FOR BANKER

Major H. W. Salmon of Clinton, Mo., is Found Guilty of Grand Larceny.

WARSAW, Mo., April 1.—Major Harvey W. Salmon, one of the owners of the Salmon & Salmon bank, which failed at Clinton, Mo., on June 21, 1906, with liabilities of $1,000,000, was found guilty by a jury here tonight on the charge of grand larceny based upon the allegation that he received deposits when he knew his bank to be in a failing condition. His punishment was fixed at three years in the penitentiary.

Major Salmon was formerly prominent in the politics of this state.

FATAL STREET CAR ACCIDENT

South Omaha Car Jumps Track and Collides with Store Wall.

MAN AND GIRL ARE FATALLY INJURED

Too Many People on Rear Platform and Not Enough in Front of Car Causes Front Trucks to Jump the Rails.

A fatal street car wreck occurred at Twentieth street and Missouri avenue, South Omaha, last night. One man was fatally hurt and four injured. One young girl probably is internally injured and may die. All the passengers on the car were shaken up severely and bruised. O. J. Servias was the man whose injuries were most serious. He was taken to the South Omaha hospital and is not likely to survive the night. He was a watchman for Swift and Company and lives at Eighteenth street and Missouri avenue. He was crushed and bruised about the head and chest from being thrown violently against the front end of the car.

The girl who was probably fatally hurt is Virginia Krejicek, living at 707 Castellar street. She was cut and bruised about the head and face. She is suffering intense pain and Dr. Davis, her attending physician, thought she was internally injured from the symptoms. The girl is also at the South Omaha hospital.

Teddie Talboe, the barber of the Young Men's Christian association, was severely lacerated about the head and face.

Frank Ayers, living on South Thirteenth street, was severely cut about the arms and head.

Henry Gall, Seventeenth and I streets, had his head cut.

Mike Shutag was also hurt.

Four were taken to the South Omaha hospital.

Car Out of Balance.

The accident happened shortly after 6 o'clock on an eastbound car run by Gus Oberton, one of the oldest motormen on the line, and who has had as few accidents as any man in the service. A. W. Crouch was the conductor on the car. A student was in charge, whose name is W. G. Glasgow.

The car was very heavily loaded at the rear end and was eastbound on L street. When the car reached the Twentieth street curve the lighter front end apparently bobbed up and the wheels left the rails and ran across the street until the car struck the stone wall along George Dickman's lot. The impact was the cause of the injury to the passengers. The young woman who was so severely hurt is said to have been near the center of the car. The others were in different parts.

All of the officials who could be notified were brought to the scene of the disaster at once. Louis Nash was among the first and at once took charge of affairs and gave directions as to the handling of the injured. The crew were none of them severely injured, although the motorman fainted away from the bruises he received and the great mental strain from being in charge of the car. He lives at Twenty-second and California streets, Omaha. He was running fast, the reason, he explained, being that it was the rush hour and he had a student in charge who could not keep the car in motion as well as an experienced conductor.

HUNT WILL PUSH HIS APPEAL

Minister Accepts Advice of Lawyer, Who Donates Services to Fight Bassett Decree.

WASHINGTON, April 1.—(Special Telegram.)—Avowing implicit faith in his client's innocence, Henry E. Davis, attorney for Rev. E. Lawrence Hunt, announces his intention to push the appeal from the decision of Justice Gould in the District of Columbia equity court, under which Charles C. Bassett was granted a divorce from his wife, Fannie Rice Bassett, in which case Mr. Hunt was named as corespondent. The record is being perfected and will be filed, says Mr. Davis, as soon as completed.

So thoroughly is Mr. Davis convinced of the innocence of Hunt and of the fact that he has suffered a terrible injustice at the hands of Bassett that he has volunteered his legal services free or charge to the minister and determined to fight the case with all possible resource.

"Yes, indeed, the case will be pushed," said Mr. Davis; "I am merely waiting for instructions from Hunt before taking further action. The fight will be a most aggressive one. This man Hunt has been unjustly and cruelly besmirched and I have advised him to fight the decree and am convinced he will abide by my advice."

The Washington friends of Mr. Hunt are anxiously awaiting the outcome of this fight. They are likewise interested to see what the Brooklyn presbytery will do. Hunt wanted to ask the church and presbytery to depose him, but his friends said, "No, you have to fight the case. If you don't, any malicious man can file charges against a minister he wants to injure and get him disgraced and deposed. It will hurt the church."

FAMILY GETS SMALL SHARE

Nebraska Woman Dies in Denver Leaving Large Estate, but Brothers and Sisters Get Little.

DENVER, Colo., April 1.—(Special Telegram.)—Lillis Lovell, for years the leader of the demimonde of Leadville and latterly of Denver, died here last week, and when her will was opened today it was found that she was Emma Lillis Quigley of York, Neb.

The will orders that her body be cremated and buried beside her mother at York. She left a dollar apiece to five brothers and one sister and gave her other sister $3,500 and her sixth brother a valuable farm in Nebraska.

To her lawyer, James D. Pilcher of Alamosa, Colo., she left $500.

Everything else she had—diamonds, jewelry, clothes, real estate and cash, amounting to over $100,000—she left to Clarence J. Trimble, and he was appointed executor of her estate without bond. She was sometimes known as Trimble's wife.

WOMAN'S DEFENDER KILLED

Missouri Man Kills Traveler Who Tries to Save Woman from Assault.

ST. JOSEPH, Mo., April 1.—Charles A. Stanley, a commercial traveler, was killed here last night by Wesley Christopher. Christopher assaulted a young woman in an alley and when Stanley heard her screams he ran to her rescue and was shot in the heart. Christopher was arrested.

POSTAL TREATY AMENDED

Newspapers Sent from United States to Canada or Vice Versa to Pay Higher Rate.

WASHINGTON, April 1.—At a conference between Postmaster General Lemieux of Canada and Postmaster General Meyer of the United States in this city today an agreement was reached to amend the postal convention existing between the two countries so far as it affects the transmission of newspapers and periodicals, known as second class mail matter, between the two countries. Canada accepts the tentative proposal of this country that second class matter mailed in one country and addressed to the other might be subject to a rate of 1 cent for each four ounces or fraction thereof on each bulk package, prepaid by stamps affixed.

Under the previous arrangements much small matter has been transmitted to destination in either country on payment of the regular second class rate, no fiscal settlement being made on account of the difference in volume of the mail. On account of the very large preponderance of mail matter going from this country to Canada over that received from that country, the agreement has operated very materially to the advantage of this country.

The Canadian postal administration last November gave notice that after May 1 next the paragraph of the existing convention relating to the admission of newspapers and periodicals from the United States to the Canadian mails on payment of the 1 cent per pound rate at the office of origin would be abrogated, but later offered compromises.

The rate now agreed upon is substantially the transient rate which the individual citizen of the United States now enjoys, the exception being that publishers of the United States have an additional privilege of mailing in bulk packages, at the rate named, separately addressed newspapers and periodicals intended for delivery to subscribers at one postoffice, and the cost to publishers of the United States will be at least 50 per cent less than if the postal union rate should be applied.

NIPISSING COMPANY MEETS

Boynton and Orr Control Election and Reforms Proposed by the Minority Are Defeated.

AUGUSTA, Me., April 1.—The first annual meeting of the stockholders of the Nipissing Mines company was held here today. The chief business transacted was the re-election of the old board of directors and the enlargement of the directorate from nine to eleven members. The new members of the board of directors are Samuel Newhouse of Salt Lake City and Lyman B. Kendall of New York.

An expected contest over the proposition to increase the directorate did not develop.

The stockholders attending represented 827,221 shares, of which 718,239 shares were controlled by Charles H. Boynton and W. H. Orr, both of New York, who supported the proposition to increase the number of directors.

Charles Hope Caldwell of New York, representing O. F. Jonasson of New York, who controls 63,500 shares, said to be the holdings of about 1,000 persons, made an unsuccessful attempt to get several motions put through and George F. Morton of Toronto conducted a campaign previous to today's meeting to secure proxies to be used in voting for certain reforms which they declared were needed in the management of the company. They claimed that Secretary W. T. Greene of New York refused to allow them to see the minutes of meetings of the board of directors and of the executive committee. Mr. Caldwell asked that the stockholders present vote to give him permission to see these minutes. He said the small stockholders ought to know how the business had been conducted. His motion was defeated.

The bylaws were amended so as to provide for "not less than three nor more than fifteen directors," and it was voted that for the ensuing year the number be fixed at eleven.

The meeting then adjourned until April 22, when the stockholders will vote on the proposition to retire $6,000,000 of capital stock which has never been issued.

RATE FIGHT IN MINNESOTA

Railroads Offer a Compromise Bill Which is Rejected by Legislative Committee.

MINNEAPOLIS, April 1.—President J. J. Hill of the Great Northern is here arranging a compromise rate measure which will be submitted to the legislature tomorrow, according to an announcement made by a railroad official today. Mr. Hill, it is said, has been conferring with heads of other roads trying to make a mutually satisfactory arrangement. It is learned on good authority that the measure will be submitted to the legislative committee in an effort to substitute it for legislation now pending.

ST. PAUL, April 1.—The offer of a compromise by the railroads on pending rate legislation was submitted to the joint legislative committee tonight and rejected. The committee quickly agreed to recommend to the legislature the enactment of a 2-cent a mile passenger rate law and no compromise on the freight rate reductions ordered last December by the State Railroad and Warehouse commission.

The offer of the railroads consisted of a 2½-cent passenger fare on the basis of that put in force in Wisconsin, with mileage books on practically no more advantageous terms than they are at present issued; reduction in freight rates on lumber amounting to 60 per cent of the schedule of the Railroad and Warehouse commission; a reduction in the coal rate of about 50 per cent of the same schedule, and a reduction of from 10 to 11 per cent of the commission's rates on grain.

FATAL WRECK IN TEXAS

Six Men Killed in Collision Near Fort Worth and Bodies of Two Cremated.

FORT WORTH, Tex., April 1.—Six trainmen were killed in a head-on collision between two freight trains on the Missouri, Kansas & Texas railroad, six miles south of here, today. The dead:

ENGINEER WOODEN AND FIREMAN HINES of the southbound train.

ENGINEER CALDWELL AND FIREMAN WALLACE of the northbound train.

TWO BRAKEMEN, names unknown.

The collision occurred while both trains were running at high speed. Fire broke out immediately and the bodies of the two brakemen were cremated. Over 200 head of cattle were burned and eight cars of merchandise were destroyed. Failure of the northbound train to receive an order is said to be responsible for the wreck.

SENATE STANDS PAT

Keeps Right on Along Line of Retrenchment, in Spite of the Pressure.

REFUSES TO RECONSIDER ONE BIG CUT

Members Point to Fact Bills Are Far in Excess of the Revenue.

WALSH AND CONE HAVE A LIVELY SPAT

Saunders County Man Says Douglas Member Utters an Untruth.

SPEAKER COMPELLED TO TAKE A HAND

Trouble Comes Up Over Bill to Permit Street Railways to Own Interurbans, which is Indefinitely Postponed.

(From a Staff Correspondent.)

LINCOLN, April 1.—(Special.)—The house today indefinitely postponed S. F. 25, the bill allowing street railway companies to own and operate interurban companies. The senate made an inroad on the appropriation bills and passed several of them. It also refused to reconsider its action in killing the bill for the appropriation of $180,000 for buildings at the state farm, and at the close of a busy day's session voted to appoint a committee to confer with a similar committee from the house to fix a day for final adjournment.

The house put to sleep, so far as this session is concerned, S. F. 25, the bill by Thomas permitting street railway companies to own stock in interurban lines and allowing interurban companies to own street railway stock. Those who defended the bill argued that it had for its purpose the encouragement of men who desired to invest in interurban roads and who are now interested in street railways. When the bill came up Mike Lee asked that it go over until 2 o'clock, but several objected and Cone of Saunders handed up his amendments, which, he said, prevented watering stock, one road buying stock in a parallel line, and to force connections between competing lines. E. W. Brown, Lee and Walsh of Douglas objected to these amendments, and Brown cited the constitution to show that stock could not be watered in Nebraska if the law is enforced. In the course of his remarks Walsh paid his respects to Cone in such a manner that the speaker had to take the chair and dissolve the committee of the whole and call the two belligerents to order. Walsh said Cone had been to Omaha and told members of the Omaha Grain exchange that he had sufficient power in the house to defeat or pass any measure affecting that organization, and, further, that he controlled thirty fusion and thirty republican votes.

"The gentleman speaks an untruth," said Cone. "I said nothing of the kind."

"My authority is Secretary McVann," said Walsh, and the confusion became so great that the speaker stopped further discussion.

The amendments were then adopted, and Walsh said as the bill had been ruined, he moved that it be indefinitely postponed. Later, when the speaker asked Walsh what his motion was, the gentleman from Douglas did not answer, and Jenison of Clay said as the gentleman from Douglas is too tired to make the motion "I move that the committee recommend S. F. 25 for indefinite postponement." The motion carried, and when the committee arose Dodge tried to get the house not to concur, but his motion was lost by a vote of 40 to 28.

Majors May Sue the State.

Redmond of Nemaha got through a resolution this morning in the house to clear the title to eight acres of land belonging to T. J. Majors, by allowing the colonel to sue the state. When the state bought sixty acres of land for the State Normal school at Peru it was in two tracts. By a mistake the eight-acre tract was not properly described and instead of getting what the state bought the deed reads eight acres belonging to Colonel Majors. However, the state has been using what it bought for forty years and the resolution is only for the purpose of allowing Colonel Majors to get his title cleared up.

S. F. 137, by Epperson, a bill to prevent running establishments for the purpose of selling grain on margins, was shot over the head of the committee of the whole this morning on motion of Cone of Saunders and recommended for third reading. Walsh and E. W. Brown objected to the bill coming up that way, but they were unable to prevent fifty-one men from voting to raise it. Walsh claimed the bill would simply locate gambling in Chicago commission houses, which would open up branches in Nebraska, and thus shut out their own competition, the bucket shops. Cone pronounced the bucket shop business as purely a skin game and Jenison was of the same opinion.

Senate Doing Its Duty.

While a number of newspapers, especialy here in Lincoln, have lately been abusing the senate for trimming down appropriations, none of them have told the people of the state the true state of affairs and showed that it is absolutely necessary to reduce the appropriations. At this time the appropriation bills pending and passed by the house carry in excess of the appropriations of two years ago $1,300,000. And two years ago the total appropriations included the university appropriation, which is not this year included in the grand total of appropriations against the general fund. Inasmuch as there is absolutely no chance for the revenues of the state to increase $1,300,000 during the next two years, some of the appropriations must be cut down. The senate is using its best judgment on where to make cuts and no institution will be allowed to suffer, though several may have to go without new buildings, solely because there is no way for them to be paid for.

The veto of H. R. 309, introduced by Representative Clarke, was due largely to Mr. Clarke himself, whose attention was called to a section in the bill which made valid acts of the city council in vacating streets during the past two years. When the bill was given to Mr. Clarke for introduction he submitted it to City Attorney Burnham, who indorsed it, as it provided that the council should have the power to vacate streets, a word left out of the charter two years ago. But during those two years the city council vacated several streets, particularly one for the benefit of the Northwestern railroad, when it had no authority to do so. When Mr. Clarke saw his bill validated this act of the council he called the attention of a member of the senate from Douglas county to that section and requested that it be stricken out. The senate passed the bill as it came from the