

Mr. Roosevelt goes to Africa. So does Buster Brown. Go along with him in the Sunday Bee.

# THE OMAHA DAILY BEE

WEATHER FORECAST. For Nebraska—Fair and warm. For Iowa—Increasing cloudiness. For weather report see page 2.

VOL. XXXVIII—NO. 249. OMAHA, FRIDAY MORNING, APRIL 2, 1909.—TWELVE PAGES. SINGLE COPY TWO CENTS.

## CREEK UPRISING NEARLY OVER

Militia Hunting Snake Will Probably Be Worn in a Day or Two  
ABOUT EIGHT PERCENT TAKEN  
None of the Alleged Hosts Resisted Arrest.  
CHIEF IS STILL IN HIDING  
He Refuses Widely Distributed Invitations to Surrender.  
POSSES GIVE UP THE HUNT  
It is Believed Wily Leader of Indians Will Come in When the Excitement Dies Out.

## Shaw Talks on Tariff Measure

All Interests Should Be Guarded, Says Former Secretary of Treasury.  
KANSAS CITY, Mo., April 1.—"I would like to see the protection idea adhered to throughout the tariff bill now before congress," said Leslie M. Shaw, ex-secretary of the treasury, in an interview last night. "It will be a great misfortune if only those interests which are matters of major importance receive protection while all other interests are sacrificed."  
"Cleveland declared the Wilson-Gorman bill full of 'perfidy and dishonor' simply because it failed to adhere to principle. If a new bill shall be a repetition, I shall regret that the republican party will have to answer for the calamity that will ensue."  
"The principle of protection is right or it is wrong. If it is right, then every interest should be protected. If it is wrong, then we should have tariff for revenue only and no protection for anyone. Tariff and free trade are synonymous terms. God save us from another attempt to mix the principle of protection and a tariff for revenue only according to the local interests of constituency of the different congressmen and senators."  
Mr. Shaw, who was here on private business, departed for Philadelphia, where on April 1st he will take charge of the First Mortgage Guaranty and Trust company, which is to begin business on that date.

## TARIFF DEBATE IN THE SENATE

Discussion on Bacon Resolution Concerning Methods of Finance Committee Takes Wide Range.  
ALDRICH DEFENDS HIS ACTIONS  
Procedure of Republicans Along Lines of Precedents of Fifty Years.  
WILSON BILL BUILT SAME WAY  
Gorman Substitute Was Drawn by Democratic Members.  
RESOLUTION FINALLY REFERRED  
Mr. Hale's Resolution Limiting Business of Special Session to Tariff and Census Bills is Adopted.  
WASHINGTON, April 1.—What turned out to be a general debate on tariff was a feature of the senate proceedings today on Senator Bacon's resolution favoring the consideration of tariff legislation by the full committee on finance instead of by the republican members of that committee only. Senator Aldrich insisted that the procedure adopted in this case was similar to that which had been the practice of the senate for fifty years in dealing with tariff measures and he added that the same method was adopted in handling the Wilson tariff bill for which he said a substitute was framed by a subcommittee composed of democrats.  
The democrats made strenuous contention for representation at hearings by the committee and argued that the republican members sitting as such had no right to authorize the expenditure of the public funds in furtherance of an ex-parte consideration of the bill in committee. The resolution was finally referred to the committee on finance.  
Senator Hale's resolution declaring in favor of a restriction of the business of the present extra session to the passage of the tariff bill and a bill for the taking of the census was adopted.  
Aldrich Opens Debate.  
The senate today began consideration of Senator Bacon's resolution declaring that the democratic side of the chamber should be represented in all the hearings held by the committee on finance. Senator Aldrich, chairman of the committee, contended that as the republican party would be held responsible for tariff legislation it was the province of the republican members of the committee to shape the bill for the senate.  
In addition to innumerable communications, he said, he received fully 100 people daily to discuss the tariff. If an effort was made by the minority to cross-examine all these people on their statements it would require three years to pass a tariff bill. He could not possibly read all the communications on the subject, if he gave his time to that effort. All their records, he said, would be made accessible to all the minority members of the committee if they desired to scrutinize them.  
Senator Bacon called attention to a statement made by Senator Hale last Monday that he had just come from the committee room where there were "thirty or forty disaffected or dissatisfied Pennsylvanians." It was explained by both Mr. Hale and Mr. Aldrich that the number had been overstated, that all those were not Pennsylvanians, and that those who were there had been invited to give their views as experts on the iron and steel schedule. It seemed, Mr. Aldrich said, that all the people coming before the republican members of the committee, have been experts, whose assistance has been necessary for a proper understanding of the question being considered.  
Mr. Aldrich said the experts are not subpoenaed nor paid any witness fees and he declared that their statements were not public hearings at all.  
Rayner Attacks Committee.  
An impassioned address by Senator Rayner was directed against the method of the majority in the framing of a tariff bill.  
"This is the worst practice," he said, "that has ever arisen before a legislative body."  
"When you are dividing this plunder at least be fair to each other. On behalf of the senator from West Virginia, I at least beg of you to give him back his raw material. He has stood with you on the field of battle and when the hour of submission comes, the senator from West Virginia will be here and his protesting considered."  
Rayner's attack was not followed by any other senator and the matter was dropped.  
(Continued on Second Page.)

## Help!



From the New York Evening Mail.

## DOUBLE MURDER IN TOLEDO

Bodies of Mr. and Mrs. Ludwig Krueger Found Buried in Cellar.  
ROBBERY PROBABLY MOTIVE  
Mr. Krueger Had Been Paid \$2,000 for a Farm Few Days Ago—Slayers Set Fire to the House.  
TOLEDO, O., April 1.—In the finding of the bodies of Ludwig Krueger, aged 56, and his wife, aged 53, buried in the cellar of their home, which was destroyed by fire early today, the Toledo police are confronted by a puzzling murder mystery.  
At 2 o'clock this morning the Krueger residence, one mile west of Toledo was discovered ablaze and there was no trace of the Kruegers. When the ashes had cooled a search of the debris was made, but there was no evidence of the aged couple having been burned to death.  
Later two boys were digging in the cellar and noticed that the brick floor had been tampered with. One of them raised a brick and the face of the dead woman was revealed. More of the floor was taken up and the body of Mr. Krueger was found, buried with his head at the feet of his wife. Both had been stabbed to death, presumably by a butcher knife. It is not known just when the murder occurred, as the Kruegers were last seen alive on Tuesday evening by M. Sobolowski, a tailor, who last Saturday paid Mr. Krueger \$2,000 as part payment for the purchase of the farm.  
It is believed that robbery was the motive, and that the slayer, after burying the bodies and replacing the brick flooring in the cellar set the house on fire to cover up the murder.

## LEGISLATORS ON THEIR LAST DAY

Technically the Session Ended Yesterday, but in Reality it is Still On.  
MUCH WORK IS YET TO BE DONE  
No Telling Just When the Actual Adjournment Will Occur.  
RAILROADS GET ALL THEY WANT  
King of Polk Administrators Rebuke to the Members.  
CLOSE CALL FOR GOVERNOR'S BILL  
Senator Ransom Has It in His Pocket and Says Nothing When Motion Was Made Which Would Kill It.  
(From a Staff Correspondent.)  
LINCOLN, N. April 1.—(Special.)—Today is technically the last day of the session, but just when the final motion to adjourn will be made is a problem. The engrossing of a large number of bills and their signing by the presiding officers in the presence of the two houses will require considerable time and though the record will show adjournment was taken on April 1 it may be the 2d before the legislators really get away.  
Sample of Legislative Work.  
An indication of the phenomenal pace of this legislative reference may be made to the passage of S. F. 28, by Fuller of Seward. This bill provides that the State Board of Equalization shall not raise the assessment of any county without first having notified said county and given its officials an opportunity to appear and protest.  
That is a rule that has been followed by the State Board of Equalization since there was such a board. Every year assessors are brought in as witnesses and property owners and county officials have always been given a hearing whenever it was contemplated to make a raise.  
The legislature passed that bill for one, and only one, reason. The democratic party pledged the people to lower the valuation of property. When the bill was first introduced it provided that the state board could not increase the aggregate of the property above the aggregate of that returned by the county assessors. There was such a row raised by the people of the state over that bill that it was amended to provide as above.  
Railroads Get What They Want.  
"The railroads have got all they want from this legislature," said Senator Ransom, in discussing a report of the committee on railroads on the oil rate bill. "The railroad committee has not injured them any and has done nothing that will affect them."  
The measure was reported from the committee with a number of amendments the framers of the bill, but not the introducer, William E. Polk, considered destructive of the real intent of the measure. The bill was intended to permit the shipment of kerosene no matter whether in carlots from the southern states at such a freight rate that the oil could be brought into competition here with the Standard Oil company products. But the bill was amended to provide that only crude oil and residuum oil for fuel purposes could be brought to Nebraska under the rates provided and then in carlots, the rates on these classes alone being lowered to the point of competition. The Standard Oil company controls all the tank cars and the greater part of the output of the states of oil on which the freight was lowered, according to the statement of the sponsors of the bill and while the bill originally provided for competition, the bill will not actually permit any change in conditions as they now exist.  
When Senator King registered his objection, Senator Ollis, chairman of the railroad committee, under a formal protest, but made no attempt to argue the question, merely declaring the committee had done what it wanted to do. The democratic members were herded behind the recommendations of the railroad committee recommending the bill to pass as amended.  
The bill came up for a third reading late today and the bill was found that a mistake had been made in enrolling it and the amendments of the committee on railroads were not attached to the bill at all and it was necessary to defer action until a later date.  
Governor Signs Bills.  
Governor Shallenbarger signed the following bills today:  
S. F. 227, by Cain—Correcting history of Richardson county drainage district bonds.  
S. F. 264, by Cain of Richardson—Amending the Nemaha county drainage district bonds.  
H. R. 238, by Talcott—For a new Normal School building.  
H. R. 165, by Bushe of Kimball—Notice by publication may be made in vacation of district court on application to the district court.  
H. R. 512, by Committee on Claims—Attorney general auditor and governor may fix the maximum amount of bonds on guaranty bonds and undertakings.  
H. R. 100, by Seward—Sewer—Five years use of drainage outlet of land across other persons' property vests right to use the same.  
H. R. 202, by McVicker—Permits the issuance of bonds by counties for drainage of swamp lands.  
H. R. 86, by Leidigh of Otos—Places clerk of the supreme court and his office for on a salary, the chief securing \$4,000 a year and his deputy \$2,500.  
H. R. 127, by Raper—Authorizing county boards to provide metal markers for graves of soldiers.  
H. R. 126, by Pool of Johnson—County board to pay cost of treatment of curable and incurable insanity.  
H. R. 125, by Bowman of Nuckolls—Requiring road overseers to enforce the law requiring the burning of carcasses of hogs dying of disease.  
H. R. 122, by Shoemaker of Douglas—Forfeiture of license of drivers must take out second papers in five years or forfeit the right to vote.  
No Bee Inspector.  
Senator Howell today reported from the committee on municipal affairs the bill for a state bee inspector to which it was postponed. He said that at this late date there was no time to give the measure adequate consideration and while he regretted to do it he was performed compelled to turn down a good proposition by way of remedial legislation. The senate concurred.  
Ransom's Trick, Falls.  
The democrats were forced by Senator Shallenbarger's bill to prohibit watering corporation stock from the pocket of Senator Ransom today and place it where it was later ordered to third reading on motion of Senator Diers of York.  
The bill has been considered by the judiciary committee in connection with the bill of Taylor of Clatsop granting municipal suffrage to women owning property and

## American Army Leaves Havana

Last Soldiers in Barry's Command Board Transport for Newport News.  
HAVANA, April 1.—A final general order issued by Major General Thomas H. Barry today brought an end to the existence of the army of pacification in Cuba, as such, and the transports Sumner and McClellan, with the last of the American soldiers on board, left the island docks for Newport News, General Barry's last order today announced the fact of the disbanding of the army, and the relinquishment of his command.  
General Barry made a brief farewell to the troops on board the transports. There were no further ceremonies. General Barry, accompanied by his aid, Captain Davis, drove to the Machina wharf and boarded the steamer Mascotte for Tampa. The Mascotte followed the two transports to sea.  
With the exception of one army officer who was present at the wharf to accept the surrender of the quartermaster's docks and office, no Cuban, either a civil or military, witnessed the departure.

## Champ Johnson in Police Court

Pugilist Faces Charge in New York Preferred by Seventeen-Year-Old Negro Girl.  
NEW YORK, April 1.—"Jack" Johnson, the world's champion pugilist, appeared in court today to answer a charge of long standing preferred against him by Aimee Douglas, a negro girl of 17 years. Before Johnson's appearance in court Joseph Sutherland, a negro porter, was arrested charged with attempting to bribe Miss Douglas to stay away from court.  
After a hearing Johnson was convicted and a fine of \$300 was imposed.

## Hadley Looks for Low Rate

Missouri Governor Believes Agreement Will Be Reached for Flat Fare of Two and Quarter Cents.  
JEFFERSON CITY, Mo., April 1.—That the differences between the railroads and the executive department of the state government have been reduced to a minimum and may yet be wiped out was the gist of a statement made by Governor Hadley today in answer to inquiries respecting his views on the action taken by the conference of railroad officials in St. Louis yesterday.  
"I believe that a number of roads desire to concede all that I asked, but that they could not get the consent of other roads," said the governor. "I am disposed to think, however, that after the state resorts to such measures as it can fairly use that the proposition of an open rate of practically 2 1/4 cents for all passengers will commend itself to all the roads."

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## Last Spike in New Coast Line

Milwaukee Extension Completed and Breaks Record of Speed in Construction.  
CHICAGO, April 1.—It was announced today from the offices of the Chicago, Milwaukee & St. Paul railway in this city that without any golden spike, without the presence of any of the principal officers of the company, the last rail on the Pacific coast extension of the Chicago, Milwaukee & St. Paul railway, now known as the Chicago, St. Paul & Puget Sound railway, has been laid at a point two miles west of Missoula. There was no celebration of any kind and the completion of the sixth transcontinental railroad was simply a part of the day's work.  
The length of the extension just completed from the Missouri river to Seattle and Tacoma is a trifle over 1,400 miles. The completion of the new transcontinental line creates a world's record for rapidity of railway construction. The first shovel full of earth on the new line was turned April 18, 1906. Since then 60,000,000 cubic yards of material has been excavated, 360,000 yards of tunnel driven, twenty miles of bridges erected and 200,000 tons of eighty-five pound rails laid at a total cost of \$55,000,000.  
The ballasting of the new transcontinental line will be completed about June 1, 1909, and regular freight and local passenger service will be established thereafter.  
LIMIT ON RISKS HELD GOOD  
Court Sustains Law Prescribing Amount of Business Insurance Company Can Do.  
NEW YORK, April 1.—That section of the new insurance law of this state which limits to \$100,000,000 the amount of business an insurance company may write in one year was declared constitutional by Justice O'Gorman in the New York state supreme court today.

## HARRIMAN ENDS LONG TRIP

Special Train of Union Pacific Magazine Reaches New York.  
SAYS SENTIMENT IS CHANGING  
If Needed Railroads Are Built He is of the Opinion that Repressive State Laws Must Be Repealed.  
NEW YORK, April 1.—Battered by his weeks of sojourn under southern skies and brimming over with vitality, E. H. Harriman reached here late today to all appearances a reinvigorated man, after his long combination vacation and business trip over the network of Harriman railroads in the west, the southwest and in Mexico.  
"It's something to travel 10,000 miles and gain, but is what I have done. I may weigh four or five pounds less than the 34 I was credited with in the accounts from out west, but I'm satisfied with what the scales really said."  
Mr. Harriman's special train which came in over the New York Central road, halted at Yonkers to take aboard a party of newspaper men.  
"I have been made to say that we were constructing a line down the west coast of Mexico," he said.  
"What should have been said was that we already have constructed it. The line is now completed from Nogales, Ariz., on the Mexican line to Marazan, Mex., and to really a new country has been discovered by this railroad construction. In one tract opened up by irrigation, 600,000 acres of the best of land are made available for cultivation and opened to a market.  
"American help needed in the development? Yes, in a directive way, there is plenty of labor, but American initiative and executive ability will count here as elsewhere."  
Mr. Harriman said he found in the west and southwest a vastly changed sentiment toward the railroads. With such a sentiment he would be encouraged to encourage the railroads to go ahead with development work he thought.  
"Repeal of repressive state laws is imperative if the railroad lines the people need and that the railroads want to build are constructed. The truth is that the states in adopting these laws only followed the example of the national government. Now the national government should set the reverse example and inaugurate the modification. I should say not repeal, but readjustment of the laws regulating the corporation is the necessary process."

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## WESTERN MATTERS AT CAPITAL

Number of Appointments in Postal Service in Iowa and South Dakota.  
(From a Staff Correspondent.)  
WASHINGTON, April 1.—(Special Telegram.)—Postmaster appointed: Iowa—Hilaburg, Hamilton county, George A. Walrath, vice Canute F. Holt, resigned; Woden, Hancock county, J. H. Bode, vice W. E. Sage, removed; South Dakota—Vinton, Hyde county, Martin B. Oliphant, vice O. P. King, resigned; Clifton, Sully county, W. H. Chamberlain, vice F. M. Chamberlain, deceased.  
Rural route No. 7 has been ordered established May 1 at Beatrice, Gage county, Neb., serving fifty-four families.  
Captain James S. Parker, Fourth cavalry, in addition to his other duties, will assume charge of construction work at Fort Meade during the absence on leave of Captain Louis C. Scheer, Fourth cavalry.

## Burglars Caught With the Swag

Jewelry Stores at Onawa Entered by Plate Glass Smashers from Sioux City.  
ONAWA, Ia., April 1.—(Special Telegram.)—Two Sioux City cracksmen broke into the jewelry stores of John Douglas and William Eberle last night, making a big haul in each store. In each case entrance was gained by smashing a plate glass window. The robberies took place between 10 and 11 o'clock.  
The night watch tracked the men in the snow to the railroad crossing north of town and found them waiting for the midnight passenger train. He arrested them and brought them to jail. Each had \$90 worth of swag in his possession. One of them gave the name Allen Brown.

## Doyou want to pay for your spring bonnet without asking your husband—or father—for the money?

In every household there is furniture, stoves, clothes, carpets, books, gas fixtures, tools, razors, dogs, desks, clocks—haven't you got all that—that you no longer need, but that some would buy at a price.  
Sell it—what is the use of keeping it! A Bee want ad will sell it. Turn it into money. No time like the present to do things. Do it today.

## MOSES MINISTER TO GREECE

President Sends Name of New Hampshire Man to the Senate for Confirmation.  
WASHINGTON, April 1.—President Taft today will send to the senate the nomination of George Moses of New Hampshire to be minister to Greece and Montenegro, and of Leland Hand of New York to be United States district judge for the southern district of New York.

## Caldwell & Drake Will Build the Court House

Caldwell & Drake of Columbus, Ind., will build the new Douglas county court house, having been formally awarded the contract Thursday afternoon.  
What had been expected to be a matter of form only developed into a good-sized argument at the last minute. Commissioner Kennard arrayed himself against the other four members of the board. Kennard, who voted "no" against the resolution awarding the contract, previously offered one of his own for re-advertising for bids on the ground that "home contractors might do better" and that the cost of material may be less after the tariff is revised.  
Previous to this there had been another hitch. Kennard discovered that the five separation bids of Caldwell & Drake total \$1,000 less than their bid "A" which is for the undivided work of construction and is \$24,460. The board has been proceeding on the expectancy that the bid "A" only was in consideration and that the bid would be awarded and the contract let on this. The contract has been gone over by County Attorney English with this in mind.  
George Caldwell of the firm claimed Thursday morning when the point was raised that he had filled out the separation bids only to conform to the schedule provided by the commissioners and that his total for this was intended to be the same as for the bid "A." A clerical error" is his explanation of the difference. The board finally decided to award the contract on the general bid.  
The contract to Caldwell & Drake provides for the building of a two-story brick court house. The firm's bid was \$24,460, but there is a deduction of \$2,750 for a change in plaster and sand, the board taking advantage of this.  
When the question of bid A and the separation bids came up there was general discussion by the members of the board and by County Attorney English and Architect Lettenser, all, but Kennard favoring the letting of the contract as it was later done. This argument was good natured, but Kennard himself showed some heat later when he urged re-advertising. He intimated that it was a lack of courtesy not to have invited back to hear the report of the Little Rock committee, the newspaper men who had suggested the trip of inquiry. Commissioners Pickard and Trainor denied this with great vigor.  
The signing of the contract proceeded after the debate had ended. The county is protected by the members of the board and by County Attorney English and Architect Lettenser, all, but Kennard favoring the letting of the contract as it was later done. This argument was good natured, but Kennard himself showed some heat later when he urged re-advertising. He intimated that it was a lack of courtesy not to have invited back to hear the report of the Little Rock committee, the newspaper men who had suggested the trip of inquiry. Commissioners Pickard and Trainor denied this with great vigor.  
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## HELEN WHITNEY ELOPEMENT LEADS TO DIVORCE COURT

Marriage of Harvard Fullback Follows Romantic Escape from Eastern Girls' School.  
SAN FRANCISCO, April 1.—Helen Beryl Graydon, daughter of J. Parker Beryl, a local capitalist and wife of Thomas H. Graydon of Cincinnati, once full back of the Harvard football team, was granted a divorce here yesterday on the ground of non-support. Her father testified that he had paid his daughter's expenses for a year.  
The Graydon wedding, which took place in Massachusetts, in 1907, followed a romantic elopement, Miss Whitney climbing over a wall to escape from a girls' school in New York. Graydon made only a nominal defense.

## Zepplin Airship Takes Perilous Trip in Storm

MUNICH, April 1.—The Zepplin airship made an attempt to fly from Friedrichshafen to this city and back. It encountered a storm and was driven far out of its original course, and after eleven hours in the air landed safely at Dingolfing, sixty-five miles northeast of Munich.  
Part of the journey was made under circumstances of peril; one of the motors refused to work, and it was impossible for the airship to make headway against the wind, which increased steadily in violence. Helpless and drifting rapidly to leeward, the airship traveled for four hours while Count Zepplin and his men awaited an opportunity to make a safe and successful landing. They were followed over the country by soldiers in swift automobiles and by three squadrons of heavy cavalry, sent out to render assistance when a descent was attempted. The airship, however, outdistanced them and they were not in at the finish.  
The airship left Friedrichshafen early this morning and five hours later appeared in the air over the outskirts of Munich. A distance of 111 miles was covered in five hours. The count left Friedrichshafen with the intention of trying to sail from there to Munich and back. It was his intention to land here in the presence of the prince regent and the entire garrison of Munich, but owing to a squally and increasing wind the maneuver was impossible. The attempt was made over the parade grounds outside the city, but as soon as it was seen to be impossible the ship lifted again.

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## GOVERNOR SMITH MAY QUIT

Belief Executive of Philippines Will Resume Practice of Law in San Francisco.  
SAN FRANCISCO, April 1.—It is reported here that Governor General Smith of the Philippines will resign his executive position and sail for this city, May 15, to resume the practice of law, which he abandoned when the Spanish-American war began.  
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## LEGISLATORS ON THEIR LAST DAY

Technically the Session Ended Yesterday, but in Reality it is Still On.  
MUCH WORK IS YET TO BE DONE  
No Telling Just When the Actual Adjournment Will Occur.  
RAILROADS GET ALL THEY WANT  
King of Polk Administrators Rebuke to the Members.  
CLOSE CALL FOR GOVERNOR'S BILL  
Senator Ransom Has It in His Pocket and Says Nothing When Motion Was Made Which Would Kill It.  
(From a Staff Correspondent.)  
LINCOLN, N. April 1.—(Special.)—Today is technically the last day of the session, but just when the final motion to adjourn will be made is a problem. The engrossing of a large number of bills and their signing by the presiding officers in the presence of the two houses will require considerable time and though the record will show adjournment was taken on April 1 it may be the 2d before the legislators really get away.  
Sample of Legislative Work.  
An indication of the phenomenal pace of this legislative reference may be made to the passage of S. F. 28, by Fuller of Seward. This bill provides that the State Board of Equalization shall not raise the assessment of any county without first having notified said county and given its officials an opportunity to appear and protest.  
That is a rule that has been followed by the State Board of Equalization since there was such a board. Every year assessors are brought in as witnesses and property owners and county officials have always been given a hearing whenever it was contemplated to make a raise.  
The legislature passed that bill for one, and only one, reason. The democratic party pledged the people to lower the valuation of property. When the bill was first introduced it provided that the state board could not increase the aggregate of the property above the aggregate of that returned by the county assessors. There was such a row raised by the people of the state over that bill that it was amended to provide as above.  
Railroads Get What They Want.  
"The railroads have got all they want from this legislature," said Senator Ransom, in discussing a report of the committee on railroads on the oil rate bill. "The railroad committee has not injured them any and has done nothing that will affect them."  
The measure was reported from the committee with a number of amendments the framers of the bill, but not the introducer, William E. Polk, considered destructive of the real intent of the measure. The bill was intended to permit the shipment of kerosene no matter whether in carlots from the southern states at such a freight rate that the oil could be brought into competition here with the Standard Oil company products. But the bill was amended to provide that only crude oil and residuum oil for fuel purposes could be brought to Nebraska under the rates provided and then in carlots, the rates on these classes alone being lowered to the point of competition. The Standard Oil company controls all the tank cars and the greater part of the output of the states of oil on which the freight was lowered, according to the statement of the sponsors of the bill and while the bill originally provided for competition, the bill will not actually permit any change in conditions as they now exist.  
When Senator King registered his objection, Senator Ollis, chairman of the railroad committee, under a formal protest, but made no attempt to argue the question, merely declaring the committee had done what it wanted to do. The democratic members were herded behind the recommendations of the railroad committee recommending the bill to pass as amended.  
The bill came up for a third reading late today and the bill was found that a mistake had been made in enrolling it and the amendments of the committee on railroads were not attached to the bill at all and it was necessary to defer action until a later date.  
Governor Signs Bills.  
Governor Shallenbarger signed the following bills today:  
S. F. 227, by Cain—Correcting history of Richardson county drainage district bonds.  
S. F. 264, by Cain of Richardson—Amending the Nemaha county drainage district bonds.  
H. R. 238, by Talcott—For a new Normal School building.  
H. R. 165, by Bushe of Kimball—Notice by publication may be made in vacation of district court on application to the district court.  
H. R. 512, by Committee on Claims—Attorney general auditor and governor may fix the maximum amount of bonds on guaranty bonds and undertakings.  
H. R. 100, by Seward—Sewer—Five years use of drainage outlet of land across other persons' property vests right to use the same.  
H. R. 202, by McVicker—Permits the issuance of bonds by counties for drainage of swamp lands.  
H. R. 86, by Leidigh of Otos—Places clerk of the supreme court and his office for on a salary, the chief securing \$4,000 a year and his deputy \$2,500.  
H. R. 127, by Raper—Authorizing county boards to provide metal markers for graves of soldiers.  
H. R. 126, by Pool of Johnson—County board to pay cost of treatment of curable and incurable insanity.  
H. R. 125, by Bowman of Nuckolls—Requiring road overseers to enforce the law requiring the burning of carcasses of hogs dying of disease.  
H. R. 122, by Shoemaker of Douglas—Forfeiture of license of drivers must take out second papers in five years or forfeit the right to vote.  
No Bee Inspector.  
Senator Howell today reported from the committee on municipal affairs the bill for a state bee inspector to which it was postponed. He said that at this late date there was no time to give the measure adequate consideration and while he regretted to do it he was performed compelled to turn down a good proposition by way of remedial legislation. The senate concurred.  
Ransom's Trick, Falls.  
The democrats were forced by Senator Shallenbarger's bill to prohibit watering corporation stock from the pocket of Senator Ransom today and place it where it was later ordered to third reading on motion of Senator Diers of York.  
The bill has been considered by the judiciary committee in connection with the bill of Taylor of Clatsop granting municipal suffrage to women owning property and