PART ONE
NEWS SECTION
PAGES 1 TO 8

THE OMAHA SUNDAY BEE.

WEATHER FORECAST.
For Nebraska—Probably showers.
For Iowa—Unsettled.
For weather report see page 3.

VOL. XXXIX—NO. 14. OMAHA, SUNDAY MORNING, SEPTEMBER 19, 1909—SIX SECTIONS—FORTY PAGES. SINGLE COPY FIVE CENTS.

EAGLES CALL IT BEST SESSION

Close Eleventh Convention, Saying it Produced More Vital Legislation Than Any Other.

MOST INFLUENTIAL YET HELD

At This Meeting Order Passed Out of Its Boyhood Period.

NOW ON THRESHOLD OF MANHOOD

H. H. Thompson, First President, Says Good Words of Omaha.

VOICES SENTIMENT OF DELEGATES

Convention as a Whole Appreciates Hospitality of City and Praises Tuthill for Bringing the Meeting Here.

With the installation of the new officers the eleventh session of the grand aerie Fraternal Order of Eagles yesterday afternoon closed what officers declare to be one of the most important sessions of the governing body of the order ever held in the eleven years of its existence.

While the numbers in attendance were not as large as usual owing, say the officials, to the fact the session was held late in the season, the new and important legislation made the meeting epoch marking in the history of the society.

More new legislation of vital concern to the order was passed than at any other session. This was primarily a legislative session and all the energies of the head officers were bent in shaping up the constitution and by-laws in order to put the society on a firmer footing.

"Eagledom completed its boyhood at this session" is the way one prominent member put it, "and it is now in the fullness of its early manhood."

The remarkable growth of the organization in the last ten years made it necessary to fit it to new clothing. This was the main work of the present session.

While this process of readjusting its legislative functions to their enlarged duties caused more or less spirited discussion, it is asserted by the leaders that no hard feeling was engendered and that perfect harmony prevailed at the close of the session.

Most Influential Session.

H. H. Thompson, the first grand worthy president of the order, who has taken an important part in every grand aerie session held, designates this the most influential session he has attended.

"This is without doubt one of the most important conventions we have ever held," he said, "because of the many innovations of vital interest to the order introduced at the meeting. The order is in a process of evolution like a lad when he is passing from boyhood to manhood. There is a lot of readjusting to be done. Lots of new legislation is necessary and a large part of this was accomplished at this session.

"In spite of the magnitude of the work done perfect harmony has existed throughout the meetings and the sessions have all been enthusiastic. It can be said that the new legislation has put the order on a sound basis and insures a prosperous future. The order is fundamentally democratic, more so than any other fraternal order. The feeling of the people governs it. Because of this the rank and file of the society is enthusiastic and it is because of this the order has had such a marvelous growth."

"We all go away with the best of feeling for the people of Omaha. The citizens have been generous in their cordiality. What little ill-feeling has come out is due to only a few individuals. I am sure no such feeling is held against the citizenship at large. The bringing of the convention to Omaha was due almost entirely to the untiring work of John A. Tuthill and we all appreciate his worth. He is the best booster any town ever had."

Vital to Success of Order.

Secretary Conrad H. Mann also shares the opinion that this session overshadows all others in vital importance.

"The legislation at this session was fundamental to the success of the order," he said. "It not only concerned matters of immediate application, but also things that are vital to the long continued prosperity of the order. More of this basic legislation has been passed at this session than at any other."

The legislation that caused the most comment was that concerning state autonomy. The advocates of that plan met with defeat in their demand for complete autonomy now, but some of the optimistic profess to see in the new law adopted a step toward ultimate autonomy. The rule giving the president the right to appoint a committee to try an objectionable member of a local aerie and expel him in case it is found he is a detriment to the order will also, it is said, tend to raise the personality of the local organizations. The appointment of a committee to adopt uniform schedules of sick and death benefits was also of great importance.

'Frisco Gets the Cup.

One of the last acts of the session was the awarding to San Francisco of the Milwaukee cup given to the order by the Milwaukee aeries to be granted each year to the aerie having the best drilled team. The presentation was made by Elbert Weed of the Helena aerie, which held the cup last year, to President P. P. Kenneally of the San Francisco aerie.

The installation of the newly elected officer was by H. H. Thompson, the first past worthy president of the order. After the installation all the officers made enthusiastic speeches.

Uniformity of sick and death benefits in all local aeries is the purpose of a resolution which passed the grand aerie Saturday morning.

At present each local aerie fixes its own benefits and as a result confusion exists, which, according to advocates of the new plan, threatened the prosperity of the order. The resolution passed Saturday is intended to cure the defect.

The measure was reported from the judiciary committee. It provides that the grand worthy president, the grand worthy secretary and an actuary shall compose a committee to establish a uniform schedule of payments to be adopted at the next convention.

In order to keep from burdening weak

(Continued on Second Page.)

Accident Stops Auto Relay Race

First Car in Cross-Continent Contest is Wrecked and One Man Killed.

READING, Pa., Sept. 18.—The Transcontinental automobile relay run from Philadelphia to Seattle, Wash., under the auspices of the Philadelphia Press came to a sudden and sad end late today when the first relay car was wrecked at Robesonia, twelve miles west of here, causing the death of one of the occupants of the machine and the serious injury of several of the other passengers. The dead man was Henry L. Buckley, a reporter for the Press. William Brown of Philadelphia, was so seriously injured that he may die, and William H. Boim of the Acme Automobile agency in Philadelphia, sustained a deep laceration of the scalp. Clifford R. Ely, the chauffer, and Halyard Carter, colored, a valet, were slightly injured.

The automobile was going through Robesonia at a 75 mile clip, when something went wrong with a rear tire. The car upset and Buckley was thrown into the middle of the road, fracturing his skull. Relief automobiles were quickly at hand and the injured were brought to the city. Buckley died in a hospital.

When the news of the accident reached the Press, the run was immediately called off. The run promised to be an interesting affair. The Press had obtained from President Taft a letter of greeting to President Chilberg of the Alaska-ukon-Pacific exposition and had planned to carry it across the country by relays of automobiles.

Buckley was 23 years old and a graduate of La Fayette college.

Hurricane is on Its Way North

First Reported Over Cuba and is Fast Approaching the Gulf Ports.

WASHINGTON, Sept. 18.—The tropical hurricane which was first reported over western Cuba passed over Pinar Del Rio province, Cuba, last night, and is now about 100 miles north of the Yucatan channel. The disturbance apparently is moving northwesterly toward the central portion of the Gulf of Mexico. It is traveling at great speed and should reach the American gulf coast by Monday. Just what portion of the coast it will strike officials of the weather bureau are unable to determine at present. Warnings have been issued to shipping.

New Record by Orville Wright

Stays in Air for One Hour and Thirty-Five Minutes Carrying One Passenger.

BERLIN, Sept. 18.—Orville Wright made a new record today at the Templehof club for sustained aeroplane flight with a passenger. He remained in the air for one hour and thirty-five minutes, carrying Captain Englehardt. He broke his own record made July 27, when he stayed up with a passenger for one hour and twelve minutes.

OSTEND, Sept. 18.—Louis Paulhan, the French aviator, flying in a Voisin biplane here today, won a prize of $5,000. He covered seventy-three kilometers (forty-five and one-third miles) in one hour at an altitude ranging from 240 to 300 feet.

MONUMENT FOR HORACE ROSS

Friends of Discoverer of Gold in Black Hills Will Mark His Grave.

SIOUX FALLS, S. D., Sept. 18.—(Special.)—The memory and achievements of Horace Ross, the discoverer of gold in the Black Hills, is to be honored by the erection over his grave of a monument, which will be erected with funds raised by voluntary subscription among the pioneers of the Black Hills and other residents of that region. Ross lies buried in a little cemetery at Custer. Unless some such action as the erection of the monument is taken the grave, which remains unmarked, will in the course of years be difficult to locate.

It is probable that the Society of Black Hills Pioneers will assume the duty of raising the funds and erecting the monument over his grave. He was one of the oldest of the old-timers, and was the first to find gold on French creek, in the southern Hills, where the precious metal was discovered in 1874, this leading to the rush and gold excitement of that year, which was almost immediately transferred from the southern Hills to Deadwood gulch. Ross was a member of the General Custer expedition at the time he made the discovery. Like most of the finders of what afterwards proved to be great gold mining districts, Ross during his life failed to accumulate much of this world's goods.

He continued during the latter part of his life to do some prospecting and mining, and made his home in a small log cabin in the outskirts of Custer, near the scene of his early discoveries.

WESTERN MATTERS AT CAPITAL

Number of Appointments of Western Men in the Departmental Service.

(From a Staff Correspondent.)

WASHINGTON, Sept. 18.—(Special Telegram.)—Melvin R. Loafman of Cedar Rapids, Ia., has been appointed to a $900 clerkship in the Treasury department.

Ethel R. Crill of Goldfield, Ia., has been appointed teacher at the Indian school at Greenville, Cal., and Sarah Fitzgerald of Boone, Ia., at Jicaritta, N. M.

O. N. Ford of Central City, Ia., at the Klamath school in Oregon.

Rural carriers appointed: Nebraska—Holbrook, route 1, Harry F. Curl, carrier; no substitute. Hooper, route 3, John Aldrich, carrier; Cary Brown, substitute. South Dakota—Draper, route 1, Robert J. Taylor, carrier; V. G. Hall, substitute. Vermillion, route 3, F. H. Richardson, carrier; Ella A. Richardson, substitute.

William Brinkhouse has been appointed postmaster at Mederville, Clayton county, Iowa, vice F. Aldersen resigned.

HOW TAFT WILL FARE IN OMAHA

Three Principal Events Will Be Schools' Reception, Paprika Schnitzel and Banquet.

VISIT WILL LAST SEVEN HOURS

Will Be One Unbroken Line of Entertainment of President.

ENDS IN EVENING AT THE DEN

He Goes There Directly from Omaha Club, Where He Dines.

ALL DETAILS NOW PERFECTED

They Promise Typical Western Ovation to the Chief Executive of the United States by All Classes.

William Howard Taft, president of the United States, will be the guest of Omaha tomorrow from a few minutes after 4 in the afternoon until 11 at night.

Three principal events will occupy his time. These are the ride around Omaha and review by 22,000 school children, dinner at the Omaha club and a performance of "Paprika Schnitzel" at the Den, in the course of which event the president of the United States will become a subject of King Ak-Sar-Ben XIV.

In the event of even passable weather it will be a gala day. Before evening myriad flags will wave a welcome to the important visitor and after dusk the twinkling smiles of thousands of electric lights will greet his eyes.

But rain or shine, the jovial countenance of President Taft will be seen by the swarming crowds along the route of the automobile drive. This is an event for the school children of Omaha, but the whole adult population of the city, practically speaking, will also assemble on the various streets comprehended.

Then Omaha Club Dinner.

With this over the general public's share in the visit will conclude, for the president's ride will end at the front door of the Omaha club. Here he will change his clothes, assuming evening dress. A few minutes later, or at 6:15, 150 Nebraskans will greet the president and sit down to break bread with him.

The dinner terminates at 8:30. An auto will then carry the president to the Den. Riding straight into the building, the car will draw up before a specially constructed private box from which the presidential party will see that grandest of operas bouffe, the far-famed and only "Paprika Schnitzel."

When the presidential sides have ceased quivering with mirth, Mr. Taft will be escorted direct to Union station, where a special Rock Island train will bear him and his party to Denver.

Arrangements for the day are complete to the burnishing of the brasses on the auto which will carry the president. The dinner list, the line of the auto drive, the menu, the decoration of houses along the route, the reception at Union station, the escorting of the president, all these matters have been settled upon exactly and with that precision of execution which characterizes only the most important affairs of life.

Pickens to Ride with Him.

C. H. Pickens, president of the Board of Governors of Ak-Sar-Ben, will be the most envied man in Omaha tomorrow. He and he alone of Omaha will ride in the car which carries the president, the other two occupants being Captain A. W. Butt, the president's aid de camp, and James Sloane, a secret service operative.

The seating at dinner at the club has been determined, but has not yet been given out. There is more than a mild desire upon the part of every one of the 150 to sit at the same table at which Mr. Taft will eat dinner.

In the second automobile on the ride, H. J. Penfold will ride with the secret service men and in the third A. C. Smith will have the president's secretary and physician. Gould Dietz, W. L. Yetter and Emil Brandeis will look after the newspaper correspondents in the next three cars. E. Buckingham and C. E. Black will ride with Gerrit Fort of New York and the other members of the board will look after the Nebraska senators and the army officers, who are guests for the day also.

Automobiles and Occupants.

No. 1.—The President, Captain A. W. Butt, U. S. A. A. D. C.; Mr. James Sloan, jr., secret service operative; Mr. C. H. Pickens, president Ak-Sar-Ben.

No. 2—Mr. Charles C. Wagner, stenographer; Mr. Joseph E. Murphy, secret service operative; Mr. H. J. Penfold, secretary of Board of Governors.

No 3—Mr. W. W. Mischler, assistant secretary to the president; Dr. J. J. Richardson, president's physician; Mr. Arthur Smith.

No 4—Mr. R. T. Small, Associated Press correspondent; Mr. R. H. Hazard, United Press correspondent; Mr. Gould Deitz.

No—5Mr. E. A. Fowler, New York Sun press associate correspondent; Mr. William Hoster, Hearst News service correspondent; Mr. W. L. Yetting.

No—6 Mr. S. P. Allen, New York Herald correspondent; Mr. H. L. Dunlap, New York World correspondent; Mr. Emil Brandeis.

No. 7—Mr. Gerrit Fort, assistant to vice president New York Central lines; Mr. E. Buckingham, Mr. C. E. Black.

No. 8—Senator E. K. Burkett, General Charles Morton of Department of Missouri, Mr. C. R. Courtney.

No. 9—Senator Norris Brown, Colonel W. A. Glassford, Mr. J. C. Root.

No. 10—Colonel Cornelius Gardener, Mr. Joseph Barker, Mr. C. D. Beaton.

More than twenty thousand children will be mobilized in the various school buildings passed by the president and practically each child will wave a United States flag as the president's car goes by.

Official Route of Ride.

The official route of the drive is as follows:

Arriving at Union Station, the presidential party will be driven north on Tenth street to Howard street, east on Howard to Ninth street, north on Ninth through the wholesale district to Farnam street, and then west on this principal business street to Twentieth street. From Twentieth street the route lies north two blocks to Dodge street and then west on Dodge past the High and Central school buildings to twenty-second street, thence north on Twenty-second street to Davenport street

(Continued on Fourth Page.)

SQUASH CENTER CATCHES THE POLAR DISPUTE FEVER

From the Washington Star.

TAFT VISITS TWIN CITIES

Reception to Executive is Cordial, but Not Demonstrative.

SHADOW OF DEATH AT CAPITAL

Makes Speech in Auditorium at St. Paul, Inspects Troops at Fort Snelling and Address at Minneapolis in Evening.

MINNEAPOLIS, Minn., Sept. 18.—President Taft came to the twin cities of Minnesota today and with the shadow of death hanging over the governor of the state, received a cordial, but not a demonstrative welcome. The critical illness of Governor Johnson, probably the most popular executive Minnesota ever has known, entered deeply into the spirit of the day and dreaded eventualities threatened for a time during the morning seriously to curtail the program of entertainment both here and in St. Paul. The president fulfilled the program outlined for his reception, but at every pause in the rushing from place to place, he made anxious inquiries as to the latest word from the bedside of the governor, whose life hung in the balance at St. Mary's hospital in the little city of Rochester.

President Taft was deeply affected soon after his arrival to receive a message of personal greeting from Governor Johnson. The compliment was so unexpected under the circumstances and coming by dictation from the lips of a man who was reported at the time as having but the frailest chance for life, it called out an immediate response from Mr. Taft, filled with expressions of sympathetic concern and fervent hope for a speedy recovery.

Tribute to Johnson.

At his Auditorium speech in St. Paul the president called out prolonged applause and cheering when he declared of Governor Johnson:

"I unite with you in a fervent prayer to God that he may be restored to you and to the country. With his ability, his courage, his great common-sense he cannot be spared. He is too valuable, not alone to the people of this state, but to the people of the nation, who doubtless will insist in time that he shall serve them."

President Taft also aroused enthusiasm with his audiences during the day with his many happy references to the civic virtues of the neighboring cities, declaring them to be so much alike that they could combine as one city, with a borough of Minneapolis and a borough of St. Paul.

Visit to Fort Snelling.

The president, arriving in Minneapolis shortly before 8 a. m., began his day with a breakfast at the Minneapolis club, where he is quartered during his stay here, until tomorrow night, as the guest of the reception committee of the Twin Cities. Then there was an automobile ride through the business and residence sections of Minneapolis along the lake shore drives to the Soldiers' home, where the president re-

(Continued on Fourth Page.)

Real estate presents a safer investment, paying a higher rate than money invested in any other way

In buying Omaha real estate, at present prices, you can make five, ten and even fifteen per cent on your investment by holding it for two or three years. The increase may bring your rate on the investment up to twenty or twenty-five per cent. Moreover, you know every minute just how your investment stands

If you have a few thousand dollars to invest, put it in Omaha real estate. Nearly a page of choice realty bargains and investments in the real estate columns of The Bee today.

Railroads File Cross-Appeal

Missouri Lines Object to Rate of Two and One-Half Cents a Mile for Passenger Traffic.

KANSAS CITY, Sept. 18.—Frank Hagerman, representing eighteen Missouri railroads in the federal court here today filed a cross appeal to the United States supreme court in the Missouri passenger rate cases.

The case grew out of the 2-cent fare law of 1907, which was obeyed by the railroads for two years, while the cases were pending in the United States circuit court. This court enjoined the state from enforcing the law against any of the roads. The state appealed to the United States supreme court.

Judge McPherson in his opinion enjoining the state held that the 2-cent fare was confiscatory and that the state was wrong in holding that the law did not affect interstate commerce. The court also held that 2½ cents a mile would be fair and reasonable to some of the stronger roads.

The railroads in the petition today ask the supreme court to decide that a rate cannot be enforced against a strong road that is not enforced against a weak one. The railroads object to the court's finding that they must pay half of the cost of the suits.

WILLIAM BUCKLEY SENTENCED TO DEATH

Extreme Penalty of Man Convicted of Murder in San Francisco Strike in 1901.

SAN FRANCISCO, Sept. 18.—William Buckley, convicted of the murder of George W. Rice in this city during the machinists' strike, in October, 1901, was sentenced today by Judge Lawlor to be hanged at San Quentin on November 19. Buckley was sentenced to death twice previously for the same crime, but each time the execution was delayed by appeals, all of which were overruled.

The records in his case were destroyed in the great fire of 1906, and before pronouncing sentence today Judge Lawlor received local proof that the prisoner before him was the same man who killed Rice.

MABRAY CASE NEXT WEEK

Judge McPherson Orders Trial of Alleged Bunco Man at Council Bluffs.

DES MOINES, Ia., Sept. 18.—According to a telegram received here today from Judge Smith McPherson of the federal court, J. C. Mabray, alleged bunco man, will be placed on trial at Council Bluffs Thursday of next week.

He is still in jail at Des Moines.

GOVERNOR JOHNSON BETTER

Six O'clock Bulletin from Bedside of Minnesota Executive Encouraging.

CONDITION STILL CRITICAL

Doctors Look for His Recovery if He Gets Through Today All Right—Weak Because of Long Fast.

BULLETIN.

ROCHESTER, Minn., Sept. 18.—Dr. W. J. Mayo, at 10:30 tonight gave out the following bulletin:

"Governor Johnson is a little more restless and not so comfortable at at 8 o'clock when the last bulletin was issued. This is the first bad time he has had today and it is not very bad now. There has been no vomiting since 8 o'clock, when warm water was given him to relieve nausea."

ROCHESTER, Minn., Sept. 18.—Late today Governor Johnson's condition was such that the St. Mary's hospital authorities would not say definitely that their patient would recover from the operation performed on him Wednesday morning. Encouraging, however, was a bulletin from the hospital at 6 o'clock tonight signed by Dr. W. J. Mayo, which was as follows:

"Governor Johnson is better; he looks fine. If he gets through tonight and tomorrow without having any more trouble we look for his recovery. The wound looks fine and the governor says he feels very much improved. His pulse is 102, temperature 99 and respiration normal."

Dr. W. J. Mayo said this afternoon that the rumor that stitches or sutures in the wound had been loosened by the governor's violent fit of stomachache yesterday afternoon were unfounded.

Dr. Charles S. McNevil gave today the following summary of the patient's symptoms:

"Pulse 88 to 84, respiration about normal. He has spent a pretty good afternoon. He has been running along four days without nourishment and naturally is a little weaker.

"This afternoon he has had less pain. He is saying little and the doctors are saying little to him except as is necessary in caring for him. He has been allowed a little carbonated and albumen water. We are giving him as many saline injections as he will stand.

"'We now have an ice pack over the pain regions in his left side. While Governor Johnson is somewhat better, his condition is very critical. His sleep, however, is quite natural. The last opiate was given the governor at 3:55 o'clock last night.

"If Governor Johnson can pass through tonight and tomorrow without a recurrence of the condition which marked his trouble yesterday afternoon and early last evening, his chances for recovery will be much brighter."

Street Car Strike Nearly Brings About a Shipwreck

A wireless message signifying "C. Q. D.," or "P. D. Q.," was flashed through the ambient atmosphere to the life-saving station that is to be built on top of the New York Life building early in the day from the Illinois Central bridge vicinity, where the Big Muddy flows swift and sure.

A second wireless brought the information that the flagship of Commodore Harold Reynolds' fleet, enroute from Florence to Omaha, had encountered a heavy sea off Y. M. C. A. lake point and the forward turret had swung around and hit the new-fangled battle mast abaft the ship's bridge—not the railroad bridge—and the jar had blown out a cylinder head.

The direst confusion prevailed aboard ship, which began to list heavily in the threatening seas, and the captain's voice was heard through the trumpet thundering "Cut away the mast and all of you lubbers cut for shore."

Wading wasn't good and the passengers and Commodore Reynolds determined to go down with the ship. But just as about the last hope was gone the stoker got the cylinder head screwed on again and the good ship began riding the waves like a thing of life and the journey to Omaha was finished without the loss of any of the crew or passengers.

The City of Peoria was about ready to go to the rescue of the Florentine barque and was just tuning up her siren whistle to give cheer to the shipwrecked Florentines, when Commodore Reynolds appeared around the bend, standing proudly on the bridge of his good ship and with him the crew and passengers in thankful attitudes, because they had been so valiantly s-a-a-v-e-d.

It was a thrilling moment. The passengers are thinking of making up a purse for the heroic stoker and commodore for their salvage.

The trouble originated on account of the street car misunderstanding and, as the Florentines didn't care to walk to Omaha, Commodore Reynolds, who knows about water through his connection with the Omaha Water company, tendered his good battleship motor boat for the voyage.

Those in the party were Commodore Harold Reynolds, B. C. Fowler, E. L. Platz, W. A. Yoder, Paul Haskell, A. B. Hunt, M. B. Thompson, Miss McLean and Miss Shaw.

NO CARS RUN DURING NIGHT

Every Trolley is Housed to Avoid the Possibility of Trouble or Danger to Passengers.

TO BE IN SERVICE AGAIN TODAY

Company is Seeking to Fill Places of Men Who Quit.

SAYS IT WILL SOON BE NORMAL

On the Other Hand Union Men Claim Balance of Power.

PUBLIC SUFFERS FROM STRIKE

People Who Don't Own Autos or Carriages Walk—Police Active to Suppress Any Outbreak or Disturbance.

Not a street car wheel turned last night after 7 o'clock, the company desiring to take no chances of trouble with the striking employes. The strike went into effect with the beginning of the workday Saturday and the service was seriously crippled all day, though some cars were run on all lines.

President Wattles asserted last night that by today the service would be much improved and as he is in telegraphic communication with various cities where street car men are available he expects within a day or two to have normal schedules resumed. He said there were 2,500 men in Chicago who had been available for the strike threatened, but which did not materialize there.

Service between Omaha and South Omaha has been provided for by the use of Union Pacific passenger cars over the tracks of that company and they will be stopped at every crossing. The State Railway commission yesterday granted permission to do this.

Persons whose business or pleasure took them downtown last night had to get home without the aid of street cars and many walked.

Large stores closed at 6 p. m., so that their employes would not have to be inconvenienced in getting back to their homes and if customers appeared at the stores after that hour and were disappointed they had the consolation of knowing that the big employers had done well by the people who work for them.

The strike has already cut a vital figure in the general transaction of business. The base ball interests suffered seriously by losing their usual large Saturday attendance.

Opposing Statements Made.

Diametrically opposite statements are made by the company and men as to the cause. The company says it is an effort to enforce the closed shop principle against an understanding had between employer and employe that this would not be done. The union says the company refused to treat with it on any terms and that consequently this is a lockout and not a strike.

"We are operating on a fifteen-minute schedule on Farnam street," said Assistant General Manager Leussler. "On Dodge cars are running every fifteen minutes also. Harney has cars every twenty minutes. On the Hanscom lines, cars are fifteen minutes apart, while to South Omaha there is a difference of twenty-five minutes. Council Bluffs' service is on normal time, both from Omaha and through the city. Berson is twenty-five minutes. There are no cars on the Leavenworth line."

How Many Cars Running.

How many cars were operated the company declined to state. This, because, according to Leussler, it would be misleading to the public, which he holds imagines more cars were running regularly than there were, so that the present reduced number would seem proportionately smaller than it actually is.

As to the number of men out, Secretary J. Randall of the union, said:

"There are more than 500 on strike."

The company admits something more than 200.

"There are 300 at the outside," said President G. W. Wattles. "We have 1,000 to 1,100 employes, of whom 650 are conductors or motormen."

Secretary Randall of the union declared that a number of crews had run their cars into the barns after making one or two trips. Assistant General Manager Luessler denies this.

Concerning future moves nothing has been given out.

"The company will go on operating the best it can," said Wattles.

There is no prospect of a conference between the two sides and immediate efforts will be concentrated on the question of service, the company striving to maintain it and the strikers laboring to get men to leave their places.

No Great Excitement.

The general public took the fact that a strike is on without extreme excitement. Many men walked to business for the first time in a long while and some waited a good while for cars without knowing that the men had gone out at midnight. Merchants naturally felt the greatest concern, but had no reason to complain of business Saturday, for the number of people on the downtown streets was far larger than any previous day of the week, excepting during the hours of the Eagles parade.

"How's walking?" was the invariable salutation addressed to every man whom acquaintances knew lived some distance from the center of the city. Men who always ride when they have farther than two blocks to go were heard declaring that they "always walked anyhow."

The strike was voted at midnight Friday at a meeting at the Labor Temple. The Central Labor union had previously voted to extend financial and moral aid to the strikers.

Men in Charge.

The men are being directed by C. O. Pratt and Ben Commons and the officers of the local union. Pratt is chairman and Commons member of the executive committee of the Amalgamated Association of Street Car and Electric Railway Employes. Commons recently conducted the lost Louisville fight and Pratt the successful venture in Philadelphia.

Pratt told the striking street car men assembled at noon at the Labor temple that "we are making excellent headway. There will not be a wheel turning by nightfall."

P. J. Lenihan, financial secretary of the union, asserted that "the strike will not last long. It may be over in twenty-four hours. We are highly pleased with our