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THE OMAHA DAILY BEE

WEATHER FORECAST.
For Nebraska—Fair.
For Iowa—Fair.
For weather report see page 2.

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SINGLE COPY TWO CENTS.

DEADLOCK OVER PULLMAN RATES

Offer of Company to Make Reductions
Opposed Both by Railroads and
Attorneys

WOULD CHEAPEN UP BERTH
Decrease in Case of Son
the Lower.

NEITHER SIDE IS S. D.
Assertions that Cuts Are Too Large
and Too Small.

STATES TO STAND ON PETITION

Railways Object to Proposed Action
on Allegation that They Must
Bear Portion of Burden
of Decreases.

CHICAGO, Dec. 1.—An offer of the Pullman company to reduce the rates charged for upper berths in sleeping cars 20 per cent where lower berths were priced more than \$1.50, to make the price of uppers \$1.25 as a minimum and reduce some lower berth rates, was opposed before the Interstate Commerce commission here today by attorneys general of four states and by two railroads. The Pullman company's offer left unchanged Pullman seat rates and was to become effective on approval and acceptance by the commission.

Opposition to the plan was offered on the part of the railroads on the allegation that they would have to stand a part of the brunt of the lessened prices and by the attorneys general in claim that the reduction was not sufficient.

"It doesn't think the 20 per cent reduction represents the difference in service value of an upper and lower berth," said Attorney General James Bingham of Indiana.

"It isn't enough, I stand on our petition," said Attorney General John S. Dawson of Kansas.

"Here, too," agreed Attorney Luther Walters, representing Attorney General Norwood of Arkansas.

"It isn't at all satisfactory," concluded Attorney General Charles West of Oklahoma.

Deadlock Results.

Commissioners Franklin K. Lane and E. E. Clarke, therefore, were confronted by an offer of voluntary reduction of rates for uppers and also a number of material reductions on lower berth rates, which the railroads said were too large, and the state officials called too small. The whole matter came up on the combining of all complaints against sleeping rates in one hearing by the commission, following an order from the federal circuit court that previous cuts ordered by the commission were justified.

The Pullman company's reduction schedule included the following cuts on lower berth rates, upon which, as on remaining existing rates, the 20 per cent charge for uppers was proposed to be applied: the effort being, according to the company's representatives, to charge an average of 8 mills per mile:

Chicago to New York.....\$1.50
New York to Tampa.....\$1.50
Poughkeepsie to Elkhart and South Bend, Ind.....\$1.00
New York to St. Augustine, Fla., or
Savannah, Ga.....\$1.00
New York to East St. Louis, Ill.....\$.75

Up to date, no rates had been proposed by the company in those cases.

Pennsylvania Gains
Twenty-One Per Cent

Oil and Live Stock
Interests Have Their
Inning at Hearing

Evidence in Eastern Case is Completed
and Agreement Reached for Ar-
guments to Begin January 9.

WASHINGTON, Dec. 1.—As the final chapter of the testimony in the eastern trunk line freight advance case, witnesses testified before the Interstate Commerce commission today that the increases would seriously handicap the independent oil and live stock industries. G. W. Boltz, traffic manager of the National Petroleum company, contended that instead of an increase in the freight rates was imperative if the independents were to be permitted to exist.

William W. Rorer of Philadelphia, a certified public accountant, who has been examining the accounts of the Union Petroleum company, testified that the company's total volume of sales was \$12,000,000 annually, that its plant and equipment was valued at \$300,000, and that the net annual profit was \$44,000, from which must be deducted \$30,000 for depreciation of property.

S. H. Cowan of Fort Worth, Texas, counsel for the Cattle Raisers' association and the American Live Stock association, said the advance placed injustice to his interests, the increased schedule ranging from 10 to 19 per cent.

James L. White of Kansas City, traffic manager of the Burnham-Hanna-Munger company, stated that the increases carried an additional cost to them of \$15,000 a year. This closed the testimony.

Counsel for both sides in conference reached an agreement that Frank Lyon for the shippers should open oral arguments on January 9, when the eastern trunk lines territory case would be taken up. The arguments in the western case, it was agreed, would begin on January 16.

Express Employees
Accept Settlement

Drivers and Helpers Are Given an In-
crease of Five to Eight Cents
an Hour.

NEW YORK, Dec. 1.—Final settlement of the strike among express company employees which died up the express business of the big transcontinental companies in this city for several weeks recently was effected early today, when a meeting of the drivers and helpers voted to accept the terms offered by their employers. The leaders are keeping hard at it. Home Secretary Churchill is leading the van of the government forces, addressing two or three meetings every evening, besides making brief speeches during the day while traveling from one end of the country to the other.

Frederick E. Smith, a barrister and writer for the Wailes division of Liverpool, is running a food second to the secretary, while Chancellor Lloyd-George, John Burns and other effective speakers from both sides are keeping busy.

Lord Lansdowne is showing great energy in support of his proposals for the reform of the House of Lords. Today he addressed a big meeting at Portsmouth in the interests of Lord Beresford, whose seat for Portsmouth is seriously threatened by the Liberals. Sir Edward Grey has arranged to speak to Lansdowne.

The dragging of the negotiations through the last several days had caused fears of a possible Christmas loup of express matter, but these were dissipated by the agreement reached today.

New rates proposed by the company include these:

St. Paul or Minneapolis to Seattle and
Pacific coast points.....\$1.50

New York to New Orleans.....\$1.50

Chicago to San Francisco.....\$1.50

The former Minnesota-Pacific coast rate since \$1.50 and from Chicago to San Fran-

cisco \$1.50.

The commission will hear further argu-

ments, and if held advisable, will receive

evidence in the specific cases combined in one hearing.

Great Northern Protests.

The Great Northern railroad, which owns its own sleeping cars, protested against the proposed reduction in rates on the ground that it too, would have to meet the reduction and would have to stand the entire loss. The Chicago, Milwaukee & St. Paul road, which also owns its own sleepers, was represented, but no comment was made on the proposal.

G. S. Fernald, assistant general solicitor of the Pullman company, said:

"We decided that although the upper berths cost more to build, furnish and maintain than the lowers, public discrimination against the uppers required a reduction in their price. Where the lower berth is rated at \$1.50 the upper will be \$1.30 and in all instances other than this the upper will cost 20 per cent of the lower. Not a rate has been raised by this new schedule, but we are endeavoring to adjust all charges to correspond with the eastern standard of 6 miles a mile. However, the lower berth rate from Chicago to New York is unchanged."

ONE BID FOR BATTLESHIP

Newport News Company Offers to
Build Vessel Within Six Million
Dollar Limit.

WASHINGTON, Dec. 1.—The Newport News shipbuilding and drydock company submitted the only bid for the construction of the new 27,000-ton battleship authorized to be constructed at a private shipbuilding plant. The bids were opened at the Navy department today.

The other battleship authorized at the last session of congress will be built at the New York navy yard.

The Newport News company will construct the battleship in thirty-six months and guarantee twenty-one knots speed. It is generally believed at the Navy department that lack of competition for the battleship contracts was due to the publication in the naval appropriation bill stipulating that contracts will be done in accordance with the eight-hour day.

As all the proposals of the Newport News company are under the \$40,000,000 limit prescribed by law, it is generally believed the company will receive the contract.

The two battleships will be the largest and most powerful vessels in the United States navy.

FIVE HUNDRED FOR A KISS

Young Widower at Shreveport Given
Judgment Against Man Old
Enough to Know Better.

SHERVEPORT, La., Dec. 1.—In the district court yesterday Judge A. J. Murff held that the kiss of a young widow was worth \$500. The decision was rendered in the case of Mrs. Grace Hunter against J. K. Norman, former postmaster at Oil City, this parish. It was at the office that the alleged offense was committed. She sued for \$500. Judge Murff admonished Norman that he looked old enough to know better,

BALFOUR'S COUP ONLY BOOMERANG?

Leaders Assert Opponents Changed
Policy in Last Effort to Catch
Votes at Any Cost.

TARIFF REFORMERS LUKEWARM

More Ardent Speakers Not So Ready
to Endorse Pledge.

UNIONISTS MUCH ENCOURAGED

House-to-House Canvas Continues in
Spite of Weather.

LIBERALS NOT DISHEARTENED

They See in Attempt to Change Issue
an Effort to Regain Power at
the Sacrifice of Prin-
ciples.

LONDON, Dec. 1.—The ultimate effect of the opposition's attempt to unload the tariff reform issue for the purposes of the present campaign is still in doubt. While the unionists were greatly encouraged by Mr. Balfour's sudden and surprising announcement that he would not object to the submission of the question to a referendum, the leader's bold stroke has far from disheartened the Liberals, who find therein good ammunition and are accusing their opponents of changing their policy daily in a desperate effort to catch votes and so secure power at any cost.

Moreover, the more ardent tariff reformers, who yesterday congratulated Mr. Balfour on his skillful maneuvering, were not so ready today to endorse his pledge.

Speaking at Manchester, Andrew Bonar Law, unionist member for Dulwich division of Camberwell, refused "to eat my words," adding that if the unionists obtained an adequate majority at the polls they would be bound to enact a tariff reform measure. The first members returned to the new Parliament will be unionists. In many constituencies nominations will be made tomorrow and in at least nine instances there will be no contests. These included the city of London seats and those held by Joseph Chamberlain and Jesse Collings of Birmingham and George Wyndham of Dover.

House to House Canvas.

The weather for the campaign scarcely could be worse. Outdoor meetings planned at many places necessarily have been abandoned. The house-to-house canvassing, however, continues and there is no letup in the usual indoor demonstrations. The leaders are keeping hard at it. Home Secretary Churchill is leading the van of the government forces, addressing two or three meetings every evening, besides making brief speeches during the day while traveling from one end of the country to the other.

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Ranchman Barricades
Himself After Fight

John H. Dunbar Shoots H. H. Miller
and Then Fertilizes Himself in
His House.

VALENTINE, Neb., Dec. 1.—(Special Tele-
gram).—John H. Dunbar, a ranchman,
shot and dangerously wounded Homer H. Miller, also a ranchman, at a place twenty
miles southwest of Cody. They were hav-
ing trouble over Miller's sheep. Dunbar was
now barricaded in his house and Sheriff
Roussell has left with a posse to arrest him. It is thought he will make a fight and will resist arrest.

KANSAS CITY MAN'S APPEAL

W. B. Clarke Says Government of Al-
berta Wrongfully Cancelled
Contract with Him.

EDMONTON, Alberta, Dec. 1.—W. B. Clarke, president of the Alberta & Great Waterways Railroad company, has ap-
pealed to the United States government for protection from a loss he

says he will suffer as a result of what he claims is the autocratic action of the government of another country in cancelling a contract with him for a railway to be built to the north. Clarke is a resident of Kansas City.

MEMPHIS, Tenn., Dec. 1.—Jack Thomas, negro of Blytheville, Ark., turned bandit tonight, terrorized and robbed passengers on a westbound St. Louis and San Fran-
cisco fast train and in the end was shot to death by A. B. Walton, railroad watch-
man.

The train had just started across the bridge over the Mississippi on the outskirts of Memphis, when Thomas, revolver in hand, emerged through the doorway which separated the white and negro smoking compartments.

In true frontier style the negro com-
manded "hands up" and without further
ceremony a score of hands went up. Then
he passed his victims along into the nego-

section of the car, emptying their pockets as they went along. Four had been divested of their purse and trinkets when Walton appeared on the scene, summoned from the rear platform by a fare collector, who had shaped the eye of the negro.

Walton fired at and entered the coach, the bullet striking the negro just above the heart. He staggered and attempted to aim his weapon, but Walton continued his fire two other bullets lodging in the negro's body. Thomas toppled over when the last bullet struck him and was already dead when the watchman made his way through the now panic-stricken passengers. One of Walton's bullets went wild, striking an unidentified negro and inflicting a slight wound.

Have you read the want
ads today?

Dare He Do It?



From the Minneapolis Journal.

MISS TAFT MAKES HER DEBUT

President Taft's Message Before Cabinet Meeting

MISS TAFT MAKES HER DEBUT

Daughter of President Greeted by So-
ciety of Washington.

THIRD DEBUTANTE IN TEN YEARS

Executive and Mrs. Taft Present Gracious Young Woman at Brilliant Reception to Official Circles of Capital.

(From a Staff Correspondent)

WASHINGTON, Dec. 1.—(Special Tele-
gram).—Washington society today for the third time in less than a decade welcomed a White House debutante in the person of Miss Helen Taft, who made her debut this afternoon in one of the most brilliant social functions of the season.

The weather has incapacitated many candidates and speakers, among the number being Lewis Harcourt, secretary of state for the colonies, and Reginald McKenna, first lord of the admiralty.

The women, as usual in England, are taking a prominent part in the campaign and residents of the east end, where the working-class communities live, are frequently diverted by the appearance of motor cars filled with well-dressed women.

COMPLAINT FILED AGAINST EXECUTOR OF YERKES' WILL

Widow Alleges that Louis Owlesy Is Misappropriating Funds and Asks for His Removal.

WASHINGTON, Dec. 1.—Alleging on information and belief that Louis Owlesy has "wasted and improperly applied" the funds of the estate of Charles T. Yerkes and that he turned over to the Chicago Rail-
way company \$4,694,000 par value bonds at a price that gave a heavy loss to the estate, Mrs. Mary Adelaide Yerkes, widow of the traction magnate, today applied to the surrogate's court for his removal as auxiliary executor of the Yerkes will.