

every member of the senate had his mind made up on the question and a discussion of it would be a waste of time and oratory.

MANY BILLS ON GENERAL FILE

These Committees Four Measures Back for Consideration.

LINCOLN, Feb. 2.—(Special.)—The passage of two bills, the train service act by Crutcher of Tinian, and the McKittrick cauboose bill, was the first order of business transacted at yesterday morning's session of the house. Neither bill encountered opposition.

Several of the bills were acted on perfunctorily. The Johnson parole officer bill was at the motion of Gerdes referred back to the committee, and the bill providing for an increase in county attorneys' salaries was reported back to the house with a request to consider the measure later.

The afternoon session included committee reports and a meeting of a committee of the whole. The special order of general legislation was taken up at 3 o'clock, following which the house adjourned until 10 o'clock this morning.

In committee of the whole the following action was taken:

H. R. 2, by Chairman of Franklin, appropriating for an agricultural school in southwestern Nebraska the sum of \$100,000, was referred to the committee on education.

H. R. 3, by Johnson of Johnson, providing for a board of parole officers for the state, was referred back to the committee on parole.

H. R. 4, by Moody of Custer, the pool hall measure, was referred back to the committee on the liquor trade.

Resolution on Committee Reports. Standing committee reports were received by the house as follows:

H. R. 5, by Sherman of Thayer, providing that all plans of school houses shall be approved by a committee of the board of education before building is begun. All fire escapes to be two or more stories high. Recommended.

H. R. 6, by McClellan of Lancaster, providing for an assistant county superintendent of public schools, counties having more than 1,000 pupils. Recommended.

H. R. 7, by Bush of Kimball, providing that the government of county high schools shall be in the hands of county boards and placed in the hands of a county board of regents to be elected by the school boards of the county. Recommended.

H. R. 8, by Colton of York, providing that changing the law by which each of the state judges may be re-elected at any time prior to the expiration of his term of office shall be a crime. Recommended.

H. R. 9, by Metzger of Cass, providing for a commission on the liquor trade, to be composed of one representative from each county, to investigate and report on the liquor trade. Recommended.

H. R. 10, by Mast of Frontier, limiting the location of telegraph and telephone lines to within the boundaries of the lines of the roadways. Recommended.

H. R. 11, by Bartlett of Wayne, appropriating for the construction of the Wayne Normal school. Recommended.

H. R. 12, by Baker of York, correcting an error in the law regarding the passage with slight amendments. Recommended.

H. R. 13, by Quakenbush of Nemaha, amending the proceedings in appeals to the supreme court by requiring applicants to file a printed abstract of the transcript of proceedings. Recommended.

H. R. 14, by Harlan of Harlan, providing chattel mortgages valid for thirty days after the property has been removed from the county in which the mortgage was filed, after which the mortgage must be filed in the county where the property is located. Recommended.

H. R. 15, by Taylor of Hitchcock, making illegal courting men and similar acts. Recommended.

H. R. 16, by Moody of Custer, providing for the licensing of pool halls and bowling alleys and limiting the same to cities. Recommended.

H. R. 17, by Sumner of Kimball, providing that railroad companies shall be held liable for fires set by them negligently. Recommended.

H. R. 18, by Hatfield of Lancaster, amending the state railway commission law to extend the free pass to express company officers, conductors, and other railroad employees and for the transportation of other personal property at reduced rates. Recommended.

H. R. 19, by Meyer of Nuckolls, providing for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 20, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 21, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 22, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 23, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 24, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 25, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 26, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 27, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 28, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 29, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 30, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 31, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 32, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 33, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 34, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 35, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 36, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 37, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 38, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 39, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 40, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 41, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 42, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 43, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 44, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 45, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 46, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 47, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 48, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 49, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 50, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 51, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 52, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 53, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 54, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 55, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 56, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 57, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 58, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 59, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 60, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 61, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 62, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 63, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 64, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 65, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 66, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 67, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 68, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 69, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 70, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 71, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 72, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 73, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 74, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 75, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 76, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 77, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 78, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 79, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 80, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 81, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 82, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 83, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 84, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 85, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 86, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 87, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 88, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 89, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 90, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 91, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 92, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 93, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 94, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 95, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 96, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 97, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 98, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 99, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 100, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 101, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 102, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 103, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 104, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 105, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 106, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 107, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 108, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 109, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 110, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 111, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 112, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 113, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 114, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 115, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 116, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 117, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 118, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 119, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 120, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 121, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 122, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 123, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 124, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 125, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 126, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 127, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 128, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 129, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 130, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 131, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 132, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 133, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 134, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 135, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 136, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 137, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 138, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 139, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 140, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 141, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 142, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 143, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 144, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 145, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 146, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 147, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 148, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 149, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 150, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 151, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 152, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 153, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.

H. R. 154, by McKittick of Gage, provides for a law of free passes to sheriffs. Indefinitely postponed.

H. R. 155, by Anderson of Kearney, compelling trains to be stopped at county seat towns. Indefinitely postponed.

H. R. 156, by Harlan of Harlan, providing sleeping cars for stock shippers. Indefinitely postponed.

The following bills were passed:

H. R. 157, by Gerber of Thayer, limiting the number of hours trainmen may be on duty and prescribing the length of rest required afterward, makes present law conform with the federal law in cert. its entirety.

H. R. 158, by McKittick of Gage, provides specific regulations for the construction of bridges by railroads in constructing their cauboose ways.