

Want-ad Night Service to 10 p. m. Tyler 1000

HOUSE VOTES FOR BILL TO PROVIDE WING OF CAPITOL

Fifty-Eight Members on Record for Levy to Start Construction of First Part of New State House.

RELOCATION VOTED DOWN

Opponents Bring It Forward in Effort to Defeat the Measure.

LEVY FIXED AT .76 MILL

(From a Staff Correspondent.) Lincoln, March 13.—(Special Telegram.)—Opponents of a new capitol died hard this afternoon when, after the Richmond bill to provide for one had been amended in the house to cover the building of a new wing only on a .76 mill levy for the next two years, and had been accepted in that way in committee of the whole, Taylor of Custer led the charge on the bill in an effort to defeat its recommendation for engrossment and third reading.

The opposition lacked the votes, although they were assisted by Goodall and Hopkins of the Douglas county delegation, the only ones of that delegation voting against a new capitol, though Keegan was absent.

Taylor Fights It.

Taylor urged that the appropriations were getting high and that the taxpayers should be protected, although he has worked nearly the whole session on a bill for rural schools which carries a 1 mill levy, which is considerably more of an appropriation than the capitol bill. He was charged by Craddock in his last speech of being very considerate of the taxpayer in getting his own appropriation bill over.

How Vote Stood.

A roll call was demanded on the motion to engross for third reading, which carried by a vote of 58 to 38, the vote standing as follows: Yes—Alder, Anderson of Boyd, Bates, Bulla, Burrows, Conroy, Craddock, Dalbey, Flannburg, Flaxwood, Fulton, Fry, Fuller, Harris of Bluff, Hays, Hildner, Howard, Hughes, Hunt, Hutton, Jacobson, Jelen, Earl Johnson, Fred Johnson, Lampert, Leitch, Lewis, Manser, Meigs, Missenberry, Miller, Miss, Mosley, Murray, Neff, Neibert, Nelson, Norman, Peterson, Reynolds, Reed, Regan, Rittenbach, Risher, Ross, Schneider, Schwab, Schuler, Shannon, Shuler, Sorenson, Stearns, Tolson, Tracy, Walter, Ward, White, Speaker not voting—No—Anderson, Conroy, Gaffney, Dalbey, Earl Johnson, Fred Johnson, Lampert, Leitch, Lewis, Manser, Meigs, Missenberry, Miller, Miss, Mosley, Murray, Neff, Neibert, Nelson, Norman, Peterson, Reynolds, Reed, Regan, Rittenbach, Risher, Ross, Schneider, Schwab, Schuler, Shannon, Shuler, Sorenson, Stearns, Tolson, Tracy, Walter, Ward, White, Speaker not voting.

Cunard Liner Sunk; Seven Lives Lost; American Survivor

Washington, March 13.—The sinking of the Cunard non-passenger liner Folia with one American on board was reported to the State department today in a preliminary dispatch from Consul Frost at Queens-town, as follows: "Cunard non-passenger Folia sunk off Waterford teeth. Survivors landed on Waterford. One American, boat's surgeon, W. J. Core, Nashville, Tenn., saved, uninjured. Three lives were lost. The vessel was sunk Sunday without warning by a submarine.

New York, March 13.—The Folia left New York February 26, bound for Bristol. It was a vessel of 6,705 tons gross, built in 1897, originally the Italian liner Principe Di Piemonte. Later it was bought by the Uranium line and renamed the Principello. The Cunard line bought it and changed the name to the Folia.

The Weather

For Nebraska—Generally fair; not much change in temperature. Temperatures at Omaha Yesterday.

Hour	Temp.	Dir.
5 a. m.	22	Dr.
6 a. m.	22	Dr.
7 a. m.	22	Dr.
8 a. m.	22	Dr.
9 a. m.	22	Dr.
10 a. m.	22	Dr.
11 a. m.	22	Dr.
12 m.	22	Dr.
1 p. m.	22	Dr.
2 p. m.	22	Dr.
3 p. m.	22	Dr.
4 p. m.	22	Dr.
5 p. m.	22	Dr.
6 p. m.	22	Dr.
7 p. m.	22	Dr.
8 p. m.	22	Dr.
9 p. m.	22	Dr.
10 p. m.	22	Dr.
11 p. m.	22	Dr.
12 m.	22	Dr.

Comparative Local Record.

Year	High	Low
1917	44	22
1916	44	22
1915	44	22
1914	44	22
1913	44	22
1912	44	22
1911	44	22
1910	44	22
1909	44	22
1908	44	22
1907	44	22
1906	44	22
1905	44	22
1904	44	22
1903	44	22
1902	44	22
1901	44	22
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1896	44	22
1895	44	22
1894	44	22
1893	44	22
1892	44	22
1891	44	22
1890	44	22
1889	44	22
1888	44	22
1887	44	22
1886	44	22
1885	44	22
1884	44	22
1883	44	22
1882	44	22
1881	44	22
1880	44	22

SNOW MEANS MUCH TO ENTIRE WEST

President Calvin Tells of Moisture from Rocky Mountains to the River.

TO BUILD CONCRETE SHEDS

The end of the present winter will mark the passing of snow blockades in Wyoming, so far as any connection with the Union Pacific is concerned, in the opinion of President Calvin, who has returned from three weeks spent in California. Mr. Calvin expressed great delight over two things, one being that the snow and rain today is general over all Nebraska and Kansas, as well as over all Union Pacific territory east of the Rocky mountains. The other thing that gladdens the heart of the Union Pacific president is the fact that plans have been matured by which the Overland system will eliminate the possibility of snow blockades through Wyoming.

"This snow means much to the people of the central west, as well as to the Union Pacific," said Mr. Calvin. "Our reports indicate that all over the system, from far out in Wyoming and Colorado, east to the Missouri river and south into central Kansas, all Monday night there was snow or rain and that the precipitation continues. It means a great deal to the entire Missouri valley country.

"There were no places where our territory was suffering on account of a lack of moisture, but the stage where damage might occur was being rapidly reached. This precipitation at this time eliminates all possibility of a spring drought and puts the ground in perfect condition for the rapid growth of vegetation as soon as warm weather sets in."

Speaking of improvements and betterments along the line of the Union Pacific, President Calvin said: "We are about to start building concrete snow sheds over all the Union Pacific railroad cuts in Wyoming along the main line. This ought to do away with the possibility of snow blockades in the future."

Describing the cuts, President Calvin said: "Work on them will begin as soon as the weather is warm enough so that cement can be handled. Where we now have iron or wood snow sheds, the walls will be lined with wire netting and into this the cement will be poured. The roofs will be of cement, reinforced and arched. "Where new sheds are to be constructed methods that are similar will be pursued. Walls will be built up high enough to clear any loads that cars may be carrying and overhead will be supported arched roofs."

Mr. and Mrs. Ward Burgess, who accompanied President Calvin of the Union Pacific on his trip to California, returned with him this morning.

Mysterious Trunk On Frederik VIII to Be Sent to London

London, March 13.—The story of a mysterious trunk which was on board the Frederik VIII, the steamer which brought Count von Bernstorff from the United States to Copenhagen, is given prominence by the Express. The trunk is said to have been consigned to Stockholm by the Swedish minister to the United States and to have borne the seal of the Swedish consulate in New York. The story says that the trunk was held at Halifax because its seals were broken and that it will be sent to England by a British warship. When the trunk reaches the British capital it will be turned over to the British legation, where its contents will be examined in the presence of British officials. The Express suggests that the trunk was opened between New York and Halifax to permit the insertion of secret documents belonging to Count von Bernstorff.

Prominent Harlan, Ia., Farmer Dies While on Way to Catch Train

Martin Kaufman, a well-to-do farmer living near Harlan, Ia., crumpled to the pavement and died instantly at 8 o'clock last evening just after alighting from a street car at Sixth and Harney streets. The police surgeon said that death was caused by heart trouble or apoplexy. Mr. Kaufman came to Omaha with Joe Scheichinger, a resident of Harlan, yesterday morning with a load of cattle. The stock was sold at the South Side yards in the morning and the Harlan men were on their way to the depot to board a train at the time of Mr. Kaufman's sudden death. Mr. Scheichinger took charge of the body.

Mrs. Welles, Old-Timer at Old People's Home, Is Called

Mrs. Fidelia B. Welles, who had lived at the present Old People's home longer than anyone else in the institution, died there yesterday. She was 85 years old and is not survived by any immediate relatives. Her husband, who died in 1905, was also an inmate of the home. They entered the home in 1902 and were the first old people to pay the admission fee. Mrs. Welles was born in New Hampshire and had lived in Omaha about twenty-five years. Funeral services will be held from the home, 2214 Wirt street, at 2 o'clock tomorrow afternoon. Interment will be in Forest Lawn cemetery.

Lightning Kills Five Horses.

Beatrice, Neb., March 13.—(Special Telegram.)—Snow has been falling here all day and the ground is covered to the depth of several inches. About two inches of moisture has fallen here since yesterday. Lightning last night struck the barn on the Reiff farm near Holmesville and killed five head of horses. The structure was damaged but little.

DIFFERENCE OF OPINION GREET RATE DECISION

Some Omaha Traffic Men Believe Proposed Adjustment Will Be Injurious to Business in This City.

TERMED AS "OUTRAGEOUS"

General Freight Agent Lane of Union Pacific Comments on Commission's Findings.

EFFECT NOT ESTIMATED

Difference of opinion exists between Omaha traffic men as to the effect upon Omaha of the proposed readjustment of freight rates brought about by the decision in the intermountain freight rate case, while a prominent railroad official asserts that its effect cannot be estimated at present.

"It would be ruinous to Omaha business," said Traffic Manager Gelius of Paxton & Gallagher; "at least, to that in the 600 and 900-mile radius. For instance, the first-class rate from Omaha to territory between Cheyenne and Salt Lake City is 65 cents less than the rate from Chicago to the same territory. The suggestion of the commission would make this not more than 30 cents less than the Chicago rate. Why, such a rate would enable them to go in that territory and get hold of all the business. I consider it an outrageous proposal. It looks as though someone is putting something over on the Interstate Commerce commission. In the territory more than 1,300 miles from here the proposed rate would not be especially bad for us, but nearly all of our business is nearer Omaha than that."

Might Lower Some Rates.

Traffic Manager Wilbur of M. E. Smith & Co. agreed with this opinion, but said the proposal of the commission would put in practice the same differentials as obtain at Pacific coast terminals. He thought it would result in lowering rates on dry goods from Omaha to some western points. Chief Clerk Murray of the Omaha traffic bureau pointed out that the action would result in lowering carload rates from Omaha to many intermountain points which now are the same as from Omaha to Pacific coast points.

"It would widen the spread between our rates to the west and those of competitors in the east," he said. "It would not affect the Omaha structural steel industry. Structural steel is shipped from the east through Omaha to any point west and can be fabricated here at an additional cost of only 1 1/2 cents a hundred pounds. That is, an Omaha firm with a contract to furnish structural steel to some western point can compete with any eastern concern at an additional cost of only 1 1/2 cents a hundred pounds."

Comments by Lane.

General Freight Agent Lane of the Union Pacific says: "It is too soon to estimate the effect of the Commerce commission decision in the intermountain rate case until time is taken more carefully to analyze. Present coast rate on agricultural implements today from the Missouri river is \$1.25. Salt Lake and Ogden will both fall within the commission's prescribed 1,300-mile zone and give them 80 per cent of this figure, or \$1 present rate, \$1.05. "The Missouri river-coast canned goods rate is \$1.10; 80 per cent of that would be 88 cents; we are carrying now 92 cents.

Coast Flour Rate.

"Coast flour rate is 75 cents; 80 per cent of that would be 60 cents, as against present rate of 50 cents. "Present packing house products rate to coast is \$1.50 and \$1.60, according to mixture; 80 per cent of this figure would be \$1.20 and \$1.28, respectively. We are now carrying \$1. "Machinery, present coast rate, \$1.50; 80 per cent, \$1.20. We are carrying to Utah, \$1.05. "We might or might not be privileged, when the final text of the order is received, to raise present rates to get up to the 80 per cent. "Again, Denver falls within the 600-mile radius to which point from the Missouri river, the commission believes the rate should not be higher than 55 per cent of the coast terminal.

No Great Disturbance.

"When we get into it the situation may or may not be found more formidable than at first appears. At first view, it does not seem that Missouri river adjustments will have been found very seriously dealt with. The commission gives us from now until April 2, 3 and 4 to think over these tentative findings and set up any objections we may have, which will be considered."

"The commission seemed to approve present adjustments to coast terminals by saying that they are not unreasonably low, and also says that intermediate rates shall not be higher, and that water competition is negligible. It may be negligible the last two years, when the canal has only operated seventeen months out of twenty-four and ocean charges are highest in the history of the earth. A year from now the situation may have changed essentially, for we have already had a measurement of water competition, when lumber was hauled for \$6 or \$7 per 1,000 feet, north coast to New York City, and other commodities as low."

Action by Commission.

Washington, March 13.—The Interstate Commerce commission has placed before all railroads concerned proposals looking to the permanent solution of the intermountain rate cases. The plan provides for the abolition of preferential rates in existence for many years on many routes.

And So It Goes



BRITONS TAKE MAIL FROM U. S. VESSEL

Thirty-Nine Bags from Norway Removed from Oil Tanker by Halifax Officials.

SHIP IS HELD THREE DAYS

New York, March 13.—Mail carried on an American ship, the Standard Oil tanker, John D. Archbold, was removed by the British authorities at Halifax, according to the officers of the vessel, which arrived here today from Bergen, Norway. "This is said to be the first time that a ship flying the American flag on the Atlantic has been denied the privilege of transporting mail from a foreign country, either neutral or belligerent.

The John D. Archbold took out of Bergen thirty-nine sacks of mail from Norway, Denmark and Sweden. The vessel followed the custom of other neutral ships by putting in at Halifax instead of Kirkwall. There it was detained three days, according to the officers, and all the mail taken off for examination. The tanker resumed its voyage without it.

Since the German submarine blockade began no mails have reached here on Scandinavian or Dutch ships. The Bergensfjord and Kristiansfjord, the only two Scandinavian passenger liners to risk the voyage since February 1, sailed without passengers, cargoes and mails.

Detention of Mail Explained.

Washington, March 13.—Detention of Scandinavian mail taken from the Standard Oil tanker Archbold, is explained at the British embassy as due to limited facilities for handling mail at Halifax, compared with those developed in England.

Criticism of Compulsory Service Stirs General Wood

New York, March 13.—Major General Leonard Wood, stirred by a criticism of compulsory military service, in an address at a banquet of the Economic club here last night turned on the speaker, Rev. Adolf A. Berle, widely known as a lecturer on educational topics, declared that the doctrine he preached "means the murder of our sons and the dishonor of our women."

Cost of Mining Anthracite Has Not Increased, Says Commission

Washington, March 13.—The Federal Trade commission today notified the country's leading anthracite coal producers that any failure to grant the usual spring price reductions cannot be justified by the claims of increased cost of production. The commission has heard, the notice says, that producers intend either to withdraw or reduce the regular seasonal discounts on the ground of increased mining costs. "The commission makes this statement in advance of its forthcoming report, because it is a matter of vital interest to the public that no unjustifiable increase in price be made. "This statement does not refer to the increase in circular prices of all anthracite in May, 1916, nor to the price increases which have prevailed on part of the tonnage this fall and winter, concerning which the commission will make a report in the near future. The cost data already compiled by the commission, however, are conclusive against further price increases this spring.

Insane Man Armed With Gun Occupies Governor's Office

Rushes Into Quarters of Washington State Chief and Keeps All Out Hour.

EXECUTIVE FLEES IN TIME

Olympia, Wash., March 13.—An armed man forced his way into the office of Governor Ernest Lister today and was in complete charge for half an hour before he surrendered. Governor Lister had heard a disturbance outside his office and went to an adjoining room just before the man entered.

When taken in charge by the sheriff the man said his name was Charles L. Wagner and that he was "just a wanderer." He was asked about relatives. "All my folks have deserted me," he said.

Wagner first appeared at the office of Governor Lister's secretary, flourishing a revolver and exclaiming "I will have this out with the governor." Secretary Zeigman endeavored to detain the man, but he rushed past him into the governor's office. Finding

Bernstorff Writes Statement About Note to Mexico

Copenhagen, March 13.—(Via London.)—Count von Bernstorff, dismissed German ambassador to the United States, prepared a statement on Germany's dealing with Mexico after his arrival here. This statement will be forwarded to the Berlin foreign office, and if approved will be made public through the Wolff bureau, the official German news agency.

MODIFY TREATY WITH COLOMBIA

Foreign Relations Committee Makes Changes in Pact To Gain Support.

REPUBLICANS OPPOSE IT

Washington, March 13.—Modifications in the Colombian treaty were agreed upon today by the senate foreign relations committee in an effort to meet republican objections and tomorrow Chairman Stone will lay the new draft before the senate with a view to pressing for ratification before the end of the present extra session. Republican leaders, still hostile, in spite of the changes, said tonight there would be no filibuster to prevent action, but that more than thirty senators were pledged to vote against the treaty.

As amended the expression of regret that anything should have occurred to mar the friendly relations between the two countries would be made in the treaty by both the United States and Colombia, instead of by the United States only as in the original draft and the amount to be paid Colombia for the separation of Panama is restored to \$25,000,000. Last year the senate committee cut the sum to \$15,000,000. In addition the committee today recommended an accompanying resolution proposed by Senator Knox, which would declare that the United States must not be understood to be apologizing and that there is nothing to apologize for.

Senator Knox, who as secretary of state under President Taft, negotiated a convention with Colombia on the same subject, voted in the committee today to approve the treaty after he had, with the support of the democrats, secured approval of the proposed resolution.

Senator Lodge, ranking republican member of the committee, issued a statement tonight condemning the treaty and declaring that even if he favored it, he would not support it at this time, because he was not willing to have the country blackmailed.

American Aviator Decorated by France

Paris, March 13.—The American aviator, Sergeant Major Raoul Lufbery, has been decorated with the cross of the Legion of Honor.

RAIL EMPLOYEES PLAN SERIES OF FREIGHT STRIKES

Attempt Will Be Made to Tie Up Traffic if Eight-Hour Day is Not Granted by Roads.

WILL START SATURDAY

Men in East Will Be Followed by Those in South, Middle and Far West.

PASSENGERS WEDNESDAY

New York, March 13.—Information received by the national conference committee, composed of managers of the great railway systems, and made public today indicates that the four employes' brotherhoods have completed arrangements for a progressive series of strikes to begin at 6 o'clock (eastern time) on Saturday night, if the conference on the eight-hour question held here Thursday fails to reach a satisfactory agreement.

The proposed strike program, according to this information, is as follows: Saturday, 6 p. m., call out all trainmen in freight service on the New York Central, Baltimore & Ohio, Erie, Atlantic Coast line, Southern railway, Louisville & Nashville and Seaboard Air line. Such an order would involve 40,000 men.

Monday, March 19, 8 p. m., call out the freight trainmen on the Lehigh Valley, Lackawanna, Jersey Central, Pennsylvania, Long Island, Maine Central, Delaware & Hudson, Reading and all other roads in the south-eastern territory, or extending to New York.

Tuesday, March 20, 6 p. m., call out all the freight trainmen in the north-western group, including the Hill roads and all those centering at Chicago.

Wednesday, March 21, 6 p. m., if the railroads still refuse to grant the men's terms, extend the strike to all other freight trainmen and call out the passenger trainmen on every road in the country.

Note Sent President.

Washington, March 13.—The railroad brotherhoods on March 7 wrote to President Wilson, it became known today, formally notifying him of the conference with the railroad representatives scheduled for March 15. In this letter the brotherhood leaders declared they were "hopeful" of making a satisfactory adjustment of questions pending with the railroads.

The brotherhood representatives also informed President Wilson that if while they were negotiating with the railroads the nation became involved in war they would cooperate to the fullest extent with the government.

No Information on Strike.

Neither President Wilson nor Secretary Wilson of the Department of Labor had official information today regarding the intention of the brotherhoods to strike unless a satisfactory arrangement was reached at Thursday's conference. An investigation was begun through governmental agencies, however.

It was stated that there was little of a definite character that the government could do until the outcome of the meeting in New York Thursday is known.

At the direction of President Wilson Secretary Wilson of the Department of Labor will keep in close touch with the conference in New York Thursday, and should it fail the government will then consider further steps.

Government officials regarded it as inconceivable that there should be a nation-wide strike at this time and while no plans have been mapped out it was generally taken for granted that the president will use his utmost efforts to prevent such a strike.

Text of Note to Wilson.

The letter of the brotherhood representatives to President Wilson follows: "We feel obligated to officially advise you of our intention to meet again the national conference committee of the railroads on March 15 for the purpose of making another effort to adjust the pending eight-hour controversy.

"We are very hopeful of working out a satisfactory adjustment with the railroads, but, if while we are negotiating our country should become involved in war, we want to assure you, as chief executive of the nation, that we and the membership we represent can be relied upon to support you to the fullest extent and that yourself and the nation will have our hearty and full support."

The present controversy, like that of which it is the outgrowth, revolves around the eight-hour day, and more

(Continued on Page Two, Column One.)

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