Pacific consts by a system of railways is ment it was made a second mortgage, the sion in the Emigrant, a weekly public expres-at Ann Arbor, Mich., from November 18, ment as a first mortgage on the line. The sion in the Emigrant, a weekly published at Ann Arbor, Mich. from November 18, 1825, to December 1, 1834. During the next ten years followed a period of investion of inception. A transcontinental railroad was engerly agitated in a number of newspapers magazines and other periodicals in this country and abroad. The time between 1846 to 1850 may be termed the period of agita-tion and ferment, is which the ideo of a reilroad across the continent was more vigor ously discussed. Asa Whitney, a merchant of New York who had traveled in Europe. China and Japan considerably, was most prominent in urging the project. The aim and notices of the 116 are period of a prominent in urging the project. The aim and notices of the 116 are period of a prominent in urging the project. The aim and notices of the 116 are period of a prominent in urging the project. The aim and notices of the 116 are period of a prominent in urging the project. The aim and notices of the 116 are period of a prominent in urging the project. The aim prominent in urging the project. The aim and object of his life was the building of a railway from Lake Michigan or the Missia-sippl river to the Pacific coast. He first appl river to the Pacific coust. He first gress in a memorial presented by him to the senate and to the lower bouse, on January 28, 1845. It was cast in the form of proposed legislation in the hill favorably reported by the committee on reads and canals in the house of representatives in March, 1850. Meetings were held in all the loading cities of the country from 1845 on to discuss the need of a transcontinental railroad and to devise ways and means for the same. Whitown advantage. ney's last act in this line was the presenta-tion of a modified report to congress on

2

April 1, 1852. His entire fortune is cald to have been spent in the attempt to realize his dream of a Pacific railway, and "the prince of projectors" kept a dairy and sold milk in Washington for a livelihood in his declining years

PROJECTS BEFORE CONGRESS.

Sectional and local interests soon made their appearance in schemes to build the de-sired road from various localities to the Pacific coast. The wealth and influence of Bos-ton, New York, Philadelphia and Baltimore were almost a unit upon such a location of the Pacific railway as would make them the outlets of its business on the Atlantic aca-to Ames and a few friends that the road This might be called the orstorn in terest, and it was the strongest of them all. The most persistent opponent of the eastern interest was that of St. Louis, represented by Thomas H. Benton. His idea was that the natural point for the distribution of goods and persons transported from the west via the sources of values over at the head of navigation on the Mississippi river. In December, 1846, the committee on the cost of construction from the treasury of the United tSates was solved by adopt-the davies. A corporation of a differcorporating a company to construct a rall-way from some point on the western border of the Missouri to the mouth of the Columbia river. Memphia was supported by a strong party, with Arkansas and Tennessee behind Charleston was carly in the field us o seeker for the benefits of a terminus of the Pacific rallway. Texas not only had a scheme for a railway from Corpus Christi or other point on the Gulf of Mexico to San Francisco via Paso del Norte, but was eager to be in the path of the rollway and have a gulf branch from the trunk line if a Mississippi river terminus should be selected. Behind and beyond the separate sectional and local interests that were crystallized in these schemes were the great political and industrial divisions of the north and the south.

Various projects were presented to con-gress in the 50s and 60s for the construction of a Pacific railway. Space does not admit of the mention of all the many schemes that were proposed. Some of them gut as far as the committee room, and a few were favor-ably reported. Finally a bill that gave the start of the route of the Union Pacific to this territory passed the senate on June 20, 1882 by a vote of 25 to 5. Without debate the lower house of congress passed the same bill by a vote of 104 to 21, four days later. On July 1, 1862, President Abraham Lincoln attached to the bill his signature and it became a law. Nationalism had won its first visiony over sectionalism, and Chicago was to have the advantage of the trunk line con-nection, and St. Louis (through Variante Conmeetion, and St. Louis (through Kansas City) the branch line. The act of 1862 created a corporation to be known as "The Union Pa-eiffe Rallroad Company." It was to be com-posed of 185 persons named in the act, toposed of 185 persons named in the act, to-gether with five commissioners to be ap-pointed by the secretary of the interior. A charter with \$100,000,000 was given the new of these contracts is as follows:

with a land grant of 20,000,000 corporation. acres attached. For every running mile of the road twenty square miles of land was to be given. The government further offered to lend large sums of money for the con-struction of the various parts of the railroad, varying as the difficulty of building varied. and the Central Pacific railroads a loan of over \$60,009,000 and e land grant of 20,000,000 acres. Estimating the land at its reputed

was ultimately to cost \$50,000.000 was only

Was unimately to cost solution was only \$218,000. It is now generally believed that the lib-eral offers of congress were impired in its committee on Pacific railrcate by Oakes Ames of Massachusetts. Fo cleat-headed was he that though doing 55 immense private business, guiding the affairs of three manufacturing concerns and building a couple ratifoads, he kept no books and comployed no bookkeeper for his private affalts. He would have the road built for the good of the nation, but he took hold of it for his

PLAN TO MAKE MONEY.

The first object of Ames and his associ-ates who saw that the United States was offering more than was sufficient to build the road was the discovery of some scheme by which the great profits that would ensufrom the building of the road might be diverted from the road into the pockets of its stockholders. As an investment of moncy In ratiroad stock to be repaid from the fu-ture earnings of the road, it is improbable that any great amount of money would have been subscribed for a railroad from here to the Pacific coast. The p-sublity of the construction of the road at that time atom could be built for a smaller sum than the government was offering. Chief Engineer Peter A. Day of the proposed road, the man who surveyed and located the first 100 miles of the road, had already estimated that he first 100 miles could be built for less than ing this device: A corporation of a differ ont name, but owned by the same partice should build the new road. That other corporation should receive all the profils and divide them among its stackholders. who were also stockholders in the Union Pacific, out who as such could not legally receive them. Such was the ingenious plan de and later carried out. By it Oakes By it Oakes Ames, C. S. Bushnell, J. B. Alley, T. C. Duran, and others built the road and divided among themselves all funds not used in its constrution. The corporation they used for this purplace was first chartered as "The Pennsyl vania Fiscal Agency," and after being removed to New York was rechristened "The Credit Mobilier of America." The stockholders of the Union Pacific railroad sub scribed for the same amounts of stock in the Credit Mobilier that they held in the

The first 100 miles were contracted for by H. M. Hoxie, confidential agent of L. C. Durant. When Chief Engineer Dey found signed his position. In a letter to John A Dix, president of the road, he said: "M "Ms views of the Pacific road are, perhaps, pecullar. I look upon its managers as trustees my course, when you reflect upon the fact that I have resigned the best position in my The history of the letting of one contract

	1,104,000 00 7,140,102 94	Cost to the Credit Mobilier. \$ 7,806,183 33 27,285,141 99 15,629,633 62
Totals		\$50,720,958 94 \$13,029,328 34

SOME BIG DIVIDENDS. Oakes Ames' contract was executed O selling price, 55 en acre, it was worth \$100.-060,000. Yet capitalists declined to subscribe. The risk of building 2,000 miles of railroad sixth dividend of 200 per cent was made the foreclosure proceedings at the last ses-Before the Union Pacific had completed its line to Ogden it began to have trouble with the public over the question of rates. Passengers were charged 10 cents a mile and freight rates were so high that the people of Eremont declared they could get goods to and from this city cheaper by

The first eleven miles of the Union Pacific

The natural obstacles presented by the mountains and desert land, the absence of

timber on the prairies, of water in the moun-taines and of both in the alkali desert had

In speaking of this lock of timber difficulties of the more who built the Orion Pacific, Joseph H. Millard of this city, who was a director of the Union Pa-cific, recently said to The Bes: "I come-times think that we overlook the hardships f the builders of the road. Fighting Is dians while their comrades hald the rails their work was not at all pleasant. The men who came out here from the east to build the road not only risked their money. but they risked their lives. Material was hard to obtain. At the start everything had to be dragged across from Lowa or come up the river on boats. Even then it had to be dragged up to where the railroad was being

built. Later I believe some of the material could be shipped by rall as far as Hannibal Mo. Timber for ties was scarce, and I re-member that they used to pay \$1 for every attonwood the that they could get hold o country north of here was kept busy furnishing ties rod heavy lumber, sending down the river to Omaha in rafis." In building the Union Pacific, imported

labor from Europe, principally from Ireland, was largely employed. At the close of the war, many of the soluters, laborers and aters drifted west. The work was military in character, and among the superintend ents and managers there was a liberal sprink-ling of milliary titles. The surveying parties were always accompanied by detachments of soldiery as protection against interference from the Indians. The construction trains wore amply supplied with rifles and other arms, and it was boasted that a going of tracklayers could be transmuted at any mo-ment into a battalion of infaniry. And as-saults on the trains by the Indians were by no means infrequent. General Dodge, chief engineer of the road during its construction, writes: 'The troops guarded us, and we reconnol(ered, surveyed, located and built nside of their picket line. We marched to work to the tap of the drum with our men

They stacked their atms on the armed. dump and were ready at a moment's warn-ing to fall in and fight for their territory. General Casement's track train could arm 1,000 men at a word; and from him, as head down to his chief spiker, it could be commanded by experienced officers of every rank from general to a captain. They had served five years at the front, and over a haif of

men had shouldered a musket in many battles. It is said on good authority that it was during the work of construction of the Union Pacific by the Irish laborers that the follow-

ing well known refrain was first heard; Then drill, my paddies, drill; Drill, my heroes, drill; Drill all day,

No sugar in your tay, Workin' on the U. P. railway,

The driving of the last spike and the ining of the Union Pacific with the Central Pacific at Promontory Point, Utah, was duly celebrated on May 10, 1860. Leland Stauford overnor of California and president of the Sentral Pacific, was on hand with a party from the west. Vice President Durant and D were there, so were many Mormons, and curious assemblage of "regulars" from Fort Douglas of Mexicans, Indians, half-breeds,

Pacific train was backed up and the Union Pacific locomotive, with its train, passed slowly over the point of the Junction and back again. Then the Central Pacific Iccomative, with its train, went through the same coremony. The occasion was cel-braied in this city by the firing of 100 guns on Capitol hill, bells were rung and whistles blown, and there was a grand procession of fire compapies, civic societies, citizens and

visiting delegations from surrounding points Similar celebrations were held in San Fran cisco, Chicago, New York and Philadelphia. PREY FOR STOCK JOBBERS.

Internal dissensions made the Union Pa-cific railway an outcast in the financial world until the fall of 1867. Blackmailers and stock jobbers pounced upon it at every turn. James Fisk, in the fall of 1867, gained

control of some of the Union Pacific stocl and threatened the company with destruc tion. On account of the presence of an adverse judge on a New York bench, au act was introduced in congress in March.

Hons of the Credit Mobilier. The Union Pa-ciffe had little or no timber along its line, except some cattenwood of the Platte valley. IMPORTED 16ANOR EMPLOYED. It was worthy of observation that the

foreclosure proceedings now about to be terministed by the sale follow the course recom-mended over teff years ago by ex-Governor mended over teff years ago by ex-Governor Fattleon of Primeylvania. He was then in the minority and his idea of foreclosure was most cersistently opposed by E. Ellery An-derson, later proginted one of the receivers and more recently a pronounced advocate in

lavor of foreclosure. The conclusive. The concluding period of the checkered career of the Ution Pacific is that com-mencing on October 13, 1893, when the full-way passed into, the hands of receivers. The business despression of that year was es-pecially felt in the west: the burdens of the Union Pacific's financial obligations became too heavy to be borne, and such a course was made necessary. During the four years was made necessary. During the four years of the receivership many of the branch lines of the Union Facilite passed out from the control of the main line. The most impotant lines to be segregated were: The Den ver & Guif, December, 1803; the Oregon Railway & Navigation company, July, 1894

 Ver & Guil. December, 1893; the Oregon Railway & Narigation company, July, 1895; St. Joseph and Grand Island. March, 1897; Oregon Short Line & Utah Northern, March, 1897; During the receiverabilith the original line has been kept in the very best consoliton. July ing the receiverabilith the original line has been kept in the very best consoliton. July ing the receiverabilith the original line has been kept in the very best consoliton. July ing the receiverabilith the original line has been kept up in condition. During while the line museum it decised were replaced and the year 1837 of the same year. Judge Hohe, a the suspection of miny trainmen and hereas the last few months' of the receivers are indeed the palmiest of the Union Pacific, in the last few months' of the receivers are indeed the palmiest of the great "Over land Route."
 THINKS SALE WILL COME OFF Mitomey for the Trastees Bellever Road Will Be Sold.
 KANSAS CITY, Mo, Oct. 31.—General Louis Flizgerald of New York, attorney for omain to be present at the sale of the rous of Monday or not, but J cen see no reason why it should not. We shall be there of Monday or not, but J cen see no reason why it should not. We shall be there or the recent at the sale of the rous and very little fire. I do not know work it should not. We shall be there of the rune sale of the Union Pacific, bus and very little fire. I do not know work is a large for the all subset as a caratheous with about this sale of the Union Pacific, bus and very little fire. I do not know work is a large for the about the sale of the Chick on why it should not. We shall be there or the park and there and will be sold.
 The the sale man park of the rest were the constitue on the oreganization committee of the has been engoded of do work work and the sale of the Enson or the solut with the sale will be sold.
 The the sale of the Line on the same thereas and the reason the commitice and Attorneys W. H. Rossington why it should not. We sha St. Joseph and Grand Island, March, 1897. Oregon Short Line & Utah Northern, March,

really there has been a good deal of smoke and very little fire. I do not know of any one who is planning to defraud the government."

Want the Sale Postponed.

LONDON, Oct. 31 .- The firm of Coats, Son & Co., who recently undertook the formation of a syndicate for the purchase of the Union Chinese, negroes and others gave a cosmo-politan appearance to the occasion. After the last spike had been driven, the Central Kansas Pacific, if the government will se-Pacific rallway line and have offered to pay cure a postponement of both soles to December 15. yesterdøy sent a cable message to President McKinley, suggesting that the United States government should secure the postponement of the sale until that date.

Wake Up.

Yes, wake up to the danger which threat-as you if your kidneys and bladder are inactive or weak, Den't you know that if you fall to impel them to action, Bright's disease or diabetes awaits you? Use Hostotter's Storiach Bitters without delay. It has a most beneficial effect upon the kidneys when sluggish, and upon the bowels, Hver, Use Hostetter's

stomach and nervous system.

Dean Fair Discourses Upon the Com- Versity. Ing Election.

announcement that "He who watcheth over paper is "Relations Between Mirabeau and Calonne in 1785." In the paper Dr. Fling company from New York and to deprive Campbell Fair upon the desired standard of by him from the Paris archives last summer.

Ancient Member of the Museum Describe I by Its | onator.

FROM THE REVAL CEMETELY OF THIBES

of Rome, N. Y. It was loaned to Mr. Rominge and by him deposited in the museum:

bandages. The mummy was classed by some of the The mummy was classed by some of the museum authorities at Cairo as belonging to the eighteenth or nincteenth dynasiles, about he time of Ramses H. It would therefore be a contemporary of Moses. Dr. Brugsch, however, thought it might date from the Ptolamaic period. If it belongs to the eighteenth dynasty it would be over 2,000 years old. It appears from the quality, miss and emblems on the case, as well as from the place of burial, that this person may have belonged to the family or have been attached to the household of a Pharaoh. The mummy is valued at \$1,000. The authorities at the university have no The authorities at the university have no doubt that the mummy belongs to

Ptokimate period. The university already presenses a collection of typical Peruvian mummics and the addition of the Egyptian nummy is valuable for purposes of comparative study.

BULLETIN ON CORN AS FUEL.

The bulletin issued from the Experiment Station upon corn as fuel, by Prof. C. R. Richards, forms the basis for an article in Cassier's Magazine, devoted to engineering, industry, steam, electricity and power, in the Octoher issue. This is another evidence that PICTURES AN IDEAL CANDIDATE. the entire country is following the beneficial wirk of the station. The bulletin itself may be had free by any applicant, at the uni-Dr. Fling will read an article before the

The chimes of Trinity esthedral, with their announcement' that "He who watcheth over association at Cleveland. The subject of the the state courts of New York of jurisdiction over the company. It was defeated in the senate. From this time on congregational legislation on matters partaining to the Union Pacific was abundant and only ended

In ten years the university will have an encodiment of 3,000.
Indians's state superintendent of schools has suggested that instruction in writing the provide the accident which cauced the accident likewise include the writing of left ters, his observation having taught him that many boys and girls go through the achools without acquiring this useful and nec ssary art. This suggestion is of national pertinence.
The movement under way in New York designed to embediate public school rooms with appropriate works of art is commended as worths of emulation in every city. This besurifol is especially great in the young sats Harper's Bizar. "We are set in the Street Railway company by Mr. Monary are administration. It is no put the besurifol is especially great in the work of arg for my bermission to commercial on our bodies in the work of special three as leader to approve and ministration. It is no put the besurifol is especially great in the work of art is commended in the near state and the street realises and succession is of my dury as commy public to investigate on the boomety are administration. It is no put the besurifol is especially great in the work of special in the work of special the unconscious influence of special is a state the unconscious influence of special is a the unconscious influence of special is a state with the work as a diministration. The second state of a state is a subminister the work of the termined and the work as a state of the unconscious influence of special is a state of the work of a state of the act as administration is a succession.

 Minmmy Presented by Rev. H. V.

 Raminge of Crawford, Which

 Dates Back at Least to the

 Ptoinmate Period.

 LiNCOLN, Oct. 31.—(Special.)—Rev. H. V.

 Rominge of Crawford sends the following

 history and description of the mummy deposited by him in the museum. The mummy

 was purchased in 1885 by Prof. P. G. Schmidt

 of Rome, N. Y. It was loaned to Mr. Ro
 ences which have helped to develop us the most subtle as well as the most potent are those for which we seem to have been the least responsible, since these have awaited us in the cultivated atmosphere of our homes. The color in our houses, the picture on our walls, the beautiful forms of the

we have seen and heard each individual must afterward acquire for himself, the stim-uius to do so has at least been given him less by the studied efforts of his elders than by the influences of the things which sur-rounded him. JUDGE BAXTER MAKES A REPLY. Attack in the Sunday World-Herald Calls for an Answer. In the sunday World-Herald Calls for an Answer.

Calls for an Answer.

Judge Irving F. Baxter makes the following reply to a sensational attack published in the Sunday World-Herald:

Sunday World-Herald: OMAHA, Oct. 3.—Gilbert M. Hitchcock, Editor Omaha World-Herald: Dear Sir-Upon reading the Omaha World-Herald this morning I was both surprised and pained to find on the first page of your paper a vicious attack upon me in connection with the estate of John McNully, deceased. I was surprised because some two weeks ago, learning that some such article as you have published, would probably appear in the World-Herald against me, I immediately had a personal interview with you and in the interview you assured me that such an atticle would not be published until I hand been first referred to you and that I should be given an opportunity to be heard before its publication, in order that I might give you a truthful statement of the events sur-rounding this estate. Not withstanding this assurance you have published without a surgen Recital at Trinity_Last Even-ing's Program at St. Patrick's. Testerday afternoon Mr. J. E. Butler gavo his second organ recital at Trinity cathedral in the presence of a large audience. His pro-gram was more varied than last Sunday and was executed in the orme artistic marker. Miss Sarah Bowen sang "Salve Regina," by Dudiy Buck, with a full strong voice and and the effect is the same as if a rest were introduced into the music. Miss Myrtbe Com contributed the first part of the great aria from the "Elijah" entitled, "dear Ye,

nssurance you have published without a moment's notice accusations against me that are wholly false. I am pained at the article because you have seen it to publish it only forty-eight hours before election, when you must be aware it will go forth to the world as an attack upon my honor and integrity, while your readers will have little or no oppor-unity to read my denial. werre it will go forth to the world as an attack upon my honor and integrity, while berrows any honor and integrity, while berrows are scales for being by elain-true to readers will have little or no opportunity to read my denial.
Tour first instinuation against me is that I hold in my hunds as councy judge large deceased persons and minor children, and judging by it one would fifer that the manner in which I administer three the magnet is unqualifiedly false, as your own could repersent funds councy judge large goom, the sheat the manner in which I administer three houses the avere I keep is an exceed persons and minor children, and judging by it one would infer that Mr. Hucks at combate be avere the source of the depressing gloom, the sheat light when Christ was been inpute set of books open to the public, which must have been inspired by a bad minutes what money I hold in my hands and to whom same is puyable, and a referience back to the case or estute from which is followed by more prefix harmony, reminding one of how the assertion of these books it will necessitate of John MeNdity. It is true that betters of John MeNdity. It is true that betters of John MeNdity. It is true that betters of administration of any estate nor as to any money I may hold in true.
Now, a few words as to the estate of administration were granted to Mrs. Men MeNdity. It is true that betters of the heaven to conceal relative to my money I may hold in true.
Main and analy procedure, for, under the caper the solois of sixteen numbers. It is to be hough and there were fated and traver state that "in ordinary and usual routing to the asseptied mark form.
Main and and her rigits in the case on the raw and her rigits in the case on the proceed of sixteen numbers. It is to be hough and her rigits in the case on the raw and her rigits in the case on the proceed of sixteen numbers. It is the hard wellow was to be taken and the ween and of weeks. Yooi state that "in ordinary and usual routing the ar

to me that Mrs. McNuity was an improper person to act as administrative of subtra-tate. I conserved to receive her redimation and appoint Mr. Mahoney as her successor. You further charge that precedings serve instituted by Mr. Mahoney in my court at-tacking the legality of the appointment of Mrs. McNuity as administrative and of her settlement made with the Sirvest Pathway company; also that certain "time killing" motions were filed, which were aboved by me in order to delay the case. This charge is absolutely falss. No such pro-ceedings were ever instituted in my court and no such delays were ever granted by me.

by me. The only suit ever brought by Mr. Ma-

on our walls, the beautiful forms of the glass on our tables, have each influenced us and helped to form us more than we dreamed. But most of all we have been affected by the things which we have been talked about—by the choice of themes made by our families in conversation and by those whom they welcomed within their doors. We have unconsciously been made as familiar with the names of great men and famous and statues, as the little street urchin with the sights and sounds of his neighborhood. And though a real knowledge of his neighborhood, must afterward acquire for himself, the stim-

Herald, Respectfull HIVING F. BANTER

MUSIC AT OMARYS CHURCHES

The risk of building 2,000 miles of railroad through an unlahabied country was to great. The wealthy men of the country, however, were all patriotic—everyone wanted everyone else to subscribe. But as no subscriptions came in, a bill still richer in government oromise was made by a committee, of which Thaddeus Stevens was chairman and Oakes Ames, an active and influential member. The companies were authorized to issue their own bonds in the same amount as those issued by the government.

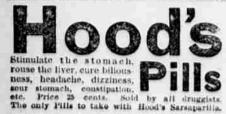
The government's second and most liberal The government's second and most from Counts. offer was accepted. The Union Pacific Rail-road company was chartered July 2, 1862, by the copgress of the United States with in the Credit Mobilier that public attention of Milmington, Del., to obtain stock in the Credit Mobilier that almost by the copyress of the United States with authority to construct a railroad from Omaha to the eastern boundary of California. The incorporators named in the act met at Chi-cago. September 3, 1882, and provisionally organized by the choice of a president, treas-urer and secretary. These officers were charged with the duty of opening books of the boundary of conjugation and fixed rates of fare, the Credit Mobilier had intrusted Ames, then a member of the so-called "interest ques-to be distributed among the members of the boundary of the conjugation and states of the conjugation and states of the conjugation and the credit mobilier had intrusted Ames, then a member of the so-called "interest ques-to be distributed among the members of the United States of the amount of subsidy pany, and when subscriptions to the amount \$2 000 000 were made and 10 per cent thereof paid into its treasury they were directed to call a meeting of the shareholders for a permanent organization by choice of directors and officers. The reby diana and one from Maine." quired amount having been obtained, a meet ing was called for October 29, 1863, when controversy of a presidential contest first gave a golitical bearing to the affairs of this such organization was effected.

FROM OMAHA WEST.

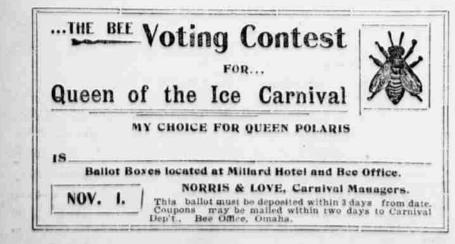
The eastern initial point of the main line was fixed in the original act upon the one-hundredth meridian west from Greenwich, hundredth meridian west from Greenwich, Senator James W. Patterson, but no vote and between the north fork of the Kansas was ever reached. The house committee recommended the expulsion of Oakes Ames and James Brooks. Had the vote on the river and the northern margin of the valley of the Platte, which was also to be the point and James Brooks. of the Platte, which was also to be the point of convergence of three branch lines—cone based upon Sloux City, Ia, one upon Atchi-son, Kan, and one upon Kansas City, Mo. The Union Paeiffe, however, was required to construct the line between the initial point and Omaha. The descent of the the source of the house had time to cool away.

The act incorporating the company prorailroad were completed by September 25, vided for a government subsidy equal to \$16,-000 per mile for that portion of the line be-tween the Missouri river and the base of the 1865, and forty miles were finished by end of the year. On October 5, 1866, tween the Missouri river and the base of the Rocky mountains; \$48,000 per mile for a distance of 150 miles through the mountain rarge; \$32,000 per miles for the distance intermediate between the Rocky and Sierra Nevada ranges, and \$48,000 per mile for a distance of 150 miles through the Sierra Nevadas. The whole distance, as then reck-oned by the government. from Omaha to the navigable waters of the Pacific at Sac-rament is 1,800 miles. The company had is 1,800 miles. The company had Omaha; the Central Pacific had built 689 also a land grant equaling 12,800 acres to miles from Sacramento. mile

The original act provided that the govern-tent subsidy should be a first mortgage on the road, but by a subsequent amend-



made the work exceptionally difficult. The Central Pacific, though under the necessity of getting its iron, finished supplies and maoverland from Iowa or up the Missouri river to this point by boats. It had to depend on unreliable foreign labor and warring fac-



wagon than by rail. Complaints soon teached Washington; the Nebraska papers clamore against the excessive charges, and congress closed both dividend and construction acsoon interfered. Several attempts were made in 1868 to pass a bill for the regulation o rates, but they failed, one of the steadfast opponents being General Dodge, chief en-

to be distributed among the members of both houses. It was to McComb that Ames bonds advanced to the Pacific railroads. The interest on the bonds was paid regularly by wrote that he had "assigned four from Mas-

sachusetts, one from New Haven, one from the United States, but no percentage of Delaware, one from Tennessee, one from the net carnings was paid by the companies Ohio, two from Pennsylvania, one from In-diana and one from Maine." and the "half compensation" amounted to less than the interest on the bonds. Thus The publication of the letter amidst the the amount of the company's indebtedness controversy of a president of this gave a golitical bearing to the affairs of this private company. There was an investiga-tion in both houses of congress. The senate attention of the courts and congress time for an explanation of the company by the United States su-committee recommended the expulsion of the company by the United States su-Senator James W. Patterson, but no vote preme court. While the interest question of the courts the companion question of the net the formation of the courts the companion question of the courts the companion question of the net the formation of the courts the companion question of the net the formation of the courts the companion question of the net the formation of the courts the companion question of the net the formation of the courts the companion question of the courts the court of the net the formation of the courts of the courts the companion question of the net the formation of the courts of the court of the net the formation of the court of the courts of the court of the the payment of the 5 per cent of the ne carnings to be applied to the payment the government received attention. Before the net earning question was disposed of by

the supreme court congress seemed to tire of waiting for the courts to determine the rights of the Pacific railways and passed the famous Thurman act in May, 1878. The pro-vision of this act that caused the warman controversy was briefly as follows: "Net earnings shall be ascertained by deducting from the gross carnings the necessary expenses actually paid in operating the road and keeping the same in repair and the sum paid in discharge of interest on first. mortgage bonds and excluding all sums paid for interest upon any other indebtedness. Cases were soon made up in the courts in California to test the constitutionality of the Thurman act. They reached a decision in

the supreme court in the fall of 1878, when the act was declared constitutional so far as it provided for the establishment of a sinking fund. FORCING THE ISSUE.

After the operation of the Thurman act for a few years it was proved that the sinking fund feature of the act was doomed in failure as a means of discharging the com

chinery by sea, around Cope Horn or across Panama, had the advantage of Chines canles' debt to the government at its mo-coolie labor and the unified management of turity. Efforts were then made to substi-its construction company. On the other hand, the Union Pacific, having no railway connection until January. 1867, was sub-jected to the hardship of getting its supplies with the requirement of a larger corcentage of net earnings; the other contemplating the extension of the time of payment by from forty to 100 years, and the division of

the gross debt into annual or semi-annual payments. Opposed to these plans was the emphatic domand by a strong western con-tingent for the immediate forfeiture of the charters of all the bond-aided Pacific rail-way companies, and the assumption of their

presently and duties by the government, if necessary, in enforcing the payment of the debt. On March 3, 1887, an dot was passed creating the United States Pacific Railway commission. In the following month President Cleveland sepointed Robert E. Pat-tison, Pennsylvania; E. Ellery Anderson, New York, and David F. Littler of Illinois mombers of the commission. After investi-sating the affairs of the bond-alded railroads, their relation to one another

to the people, to the government and their internal condition, management and financial respon sibility, the commission made a most ex-haustive report. Ex-Governor Pattison urged immediate proceedings for the forfeiture of the companies' charters and a winding-up of their affairs. Anderson and Littler pro-

coased legislation extending the time of pay-ment of the debt to the government, if

passage of the bill providing for the custom to discuss so-called "popular" topics in Trinity esthedral, Dean Fair seems

to have no fear that his pulpit will become secularized in speaking of issues which will have, in their results, lasting effects upon the community. The verses more especially in line with the

dean's subject were from Acts vi.3, "Look ye out men of honest report, full of the Holy Ghost and wisdom, whom we may ap-point over this business," and also "He that ruleth over men must be just, ruling in the fear of God," from II Samuel, xxill:2.

In his opening remarks bean Fair expressed the belief that every true Christian must be a good citizen, as all who give their ationtion to religious duties must find with them political duties. "In considering for whom I am to vote on Tuesday," said the speaker,

"it seems to me that the favored candidate should possess above all, honesty; and his organ of his political opponents nor from he lips of his business friends. The question the ips of its business friends. The question should rather be directed as to his reputation for probity and uprightness in the circle of his daily acquaintance, among those who have been his associates in private life.

"Another requirement, in my opinion should be capability. A man may have a heart both good and pure when it will no follow that his mind is filled with the wis dom mentioned as a scriptural requisite. will relaice when our state offices are placed on such a basis that a man must win by virtue of his merit, of his peculiar fitness for the position. Some time, I believe, a system of civil service will be so applied that worth will be honored and the public affairs will be in the charge of men trained for their proper administration.

who yields to drunkenness or pas "A man sion should also be barred from office. For anyone, whatever his other qualities, who forgets his own manhood in that way will

forget the trust imported in him by others. "The last and a mest important qualifica-tion of the officeholder is that he should be a man of conviction. I would rather vote for a man of an opposite political faith if his heart is in his principles than for selfish or weak-minded cardidate of my own party. He must be a man of conscience, seeking rather the public good than the fur-therance of his own ends. He must not fear to interfere with wrongdoing, for it is a necessary to destroy what is wrong is to es tablish that which is right. Consider seph a man whom God put in office. His reply to a political temptation, 'How can I do this thing and not sin against God?' has be-come historic. Joshna was another of God's

officeholders, a strong and upright leader. "In a word, the ideal politician must be a man of bright conscience, strength of hand and an unfalteringsconviction of duty to the

state and peo on of the sermon there fol At the conclusi lowed the usual excellent music also sang with vested choir. Tiss flungate also sang with depth and sweetness the soprano solo, Lord, Be Merciful," written by Homer Bartlett.

Loses Money to Burnt District. Roy Kachn of the Binney street states that he made an execution down Capitol avenue hast night with 55 in his posses-sion. This was 4.56 more than he wished to spend, but he plains that the whole of it was wrested from him before his return. So he obtained he arrest of Faha Adams, upon whom he had called at 912 Capitol avenue. She was charged with larceny from the person and her bonds were fixed at 550.

Subacribe for The Sunday Bee and read Anthony Hope's great story-"Simon Dale." Break Into a Store.

The store of Burling & Koerner, on the The store of Burling & Koerner, on the northenst corner of Sixth and Pierce streets, was broken into about 9 o'clock last night and several articles of wearing ap-parel were stolen. The firm is composed of two women and handles notions and gen-eral merchandise.

Futal Foot Ball.

ATLANTA, Ga., Oct. 81.--Von Gammon, one of the players of the University of Georgia foot ball team, died this morning from injuries received in a game betwe that team and the team from the Universit of Virginia in this city yesterday afternoor American Lady Corsets are the Best.

with printed labels for the instruction of students and the public. Another gift comes from the survey through Mr. N. H. Darton, consisting chiefly of typical specimens from many localities representing the deposits of volcanic and diatomaceous earth of th the Nebraska, Miss Barbour, assistant curator "Look of the museum, is arranging these for diaplay in the museum and for exhibition at

the Transmississippi Exposition. Rev. Francis E. Clark gave a chapel talk this week, taking as his theme "The Su-preme Importance of Spiritual Ideals." Dr. Clark is the founder of the Christian Endeavor movement. He appealed to the students not to despise lowly things and let materialistic idea creep in upon them. He illustrated his remarks by presenting the rusty hammer used as a gavel at the Young People's Society of Christian Endeavor con bould possess above all, honesty; and his vention last summer and which was long proof of it should be gathered not from the ago used by the great missionary Carey in mending shoes

Chancellor MacLean has been invited to be the guest and one of the leading speakers at the famous annual banquet of the New

pleted for a number of days," I am amazed that an article professing to

the numbers, in spite of the fact that the concert was given in church on Sunday even-The performance was under the direcng. tion of Miss O'Rork, organist of the church.

Workingman's Plea for Bonds.

I am amazed that an article professing to comment upon the probate practice in this state should contain such a statement. It is a common practice, under our law, to grant letters of administration on the same day on which the application is filled. A hasty examination shows that in two years of the administration of Judge Shields, a democratic county indge and an excellent OMAHA Oct. 30 .- To the Editor of The democratic county judge and an excellent lawyer, forty-three estates of deceased per-Bee: Please allow me through your paper lawyer, forty-three estates of deceased per-sons were so commenced. This practice has here (Clowed in some of the largest estates in this county and has been adopted by the best lawyers at the Douglas county bar. Only a fow weeks ago, under the di-bar. Only a fow weeks ago, under the di-tion ware granted in the M. E. Smith es-bar to the same day on which the peti-tion was filed. It was but a few days ago that this practice was followed in the estate of the late William B. Sterling, Sim-liar practice was also followed in the bert. Justus Sohl and a large number of The guest and one of the leading speak the of the late willing B. Sterling, Sim the famous annual banquet of the New England society on Forefathers Day, December 21, at St. Louis.
 Educational Notes.
 Miss L M. Johnson M. D. Baltimore, has just the practice of lasuing left of the success of the grate to it is filed is not only strictly and sech in the section of the leader of the law of the left of the success of the grate to its is filed is not only strictly and sech in the section of the leader of the law of the left of the success of the grate to its in the section of the section of the leader of the law of the left of the section of the left of the section of th



"I am having a delightful time with it (Postum) personally; had two cups of it for breakfast, and have recently converted a musical friend who said 'I will not even try cereal coffee' But she spent several days with me, and DID drink Postum, and when she went home ordered some for herself. It is very fine, we think,

"MARIAN A. McBRIDE.

"ARLINGTON HEIGHTS. MASS."

Drugs are used in imitation of Postum Cereal Food Coffee to give it a bitter or coffee taste,

All genuine packages of Postum, the absolutely pure and healthful cereal coffee, have red seals and the words "It Makes Red Blood" thereon.

In the desperate attempts of counterfeiters to take the public money, they resort to ingredients boiling point is reached, it tastes like the better that are harmful to the human stomach. grades of Java.

When boiled FULL fifteen minutes after the