

# THE OMAHA DAILY BEE.

NINETEENTH YEAR.

OMAHA, THURSDAY MORNING, OCTOBER 31, 1889.

NUMBER 134.

## HAS ABSORBED THE ALTON.

Another Road in the Union Pacific-Vanderbilt System.

## TWELVE MILLIONS IN THE DEAL.

Vice President McMullen Denounces the Story as a Lie Made of Whole Cloth-A Confirmation from New York.

## Bought a Controlling Interest.

New York, Oct. 30.—[Special Telegram to The Bee.]—When The Bee gave the details of the important compact entered into by the Union Pacific and Chicago & Northwestern directors a few days ago, stress was laid upon the probability of other developments of a similar nature. The first of the great projects which was in view was in fact nearly complete at that time and was consummated yesterday. This is the absorption of the Chicago & Alton railroad company by the Union Pacific. The story of the formation of a majority of the stock of the first named company by the officers of the latter. In brief, the Chicago & Alton, the pride of a certain coterie of capitalists who have always had a commanding voice in the making of rates and granting of territorial rights, has become an integral part of the Union Pacific-Vanderbilt chain of roads between the Atlantic and Pacific oceans and the great lakes on the north and the gulf of Mexico on the south.

Almost the ink had become dry on the document which now binds the Union Pacific and the Chicago & Northwestern together with an almost indissoluble link for the next ten years. President Charles Franklin Adams, the former, had privately concluded arrangements with Vice President McMullen, of the Chicago & Alton, for the passing of a majority interest in the shares of the latter company into his own hands. Exactly how each of them has passed in the operation is not known, but the amount involved is probably not far from \$12,400,000, this amount being equal to \$10 a share for a majority of the capital stock of the Chicago & Alton company. The price paid being \$6,840,100. It is possible that the leaders of Chicago & Alton stock may elect to take in payment collateral trust bonds of the Union Pacific, the stock of their own road being the collateral pledged.

A Very Vigorous Denial.

CHICAGO, Oct. 30.—[Special Telegram to The Bee.]—"It is a lie made out of whole cloth," said Vice President McMullen, of the Alton, to-day, to your representative in reference to the New York report that the Union Pacific had bought or made some arrangement with the Alton.

"I think it is about time for these concocters of fairy tales to turn their attention to some other road," continued he. "To secure a controlling interest in the Alton it would be necessary to buy the entire holdings of more than a hundred of our heaviest stockholders. That could be done surely, but it could be done at an expense at every such figure."

SUCCESSFULLY NEGOTIATED.

sense in more than one-tenth of the slush printed later about railroads. There is absolutely no foundation even for that. They don't believe it, and I think that the Rock Island and St. Paul compromised with withdrawal. There is absolutely nothing to gain by such a move. It is on a par with the rumor of four consolidating with the Manitobas and the Pennsylvania."

The official word is not always the use of his name. There is no question of his knowledge of the facts, however, and the matter is simply one of veracity.

President Cable, of the Rock Island, is in New York. General Manager St. John denied the rumour of the Rock Island withdrawing, however, declaring such a thing had not even been considered.

The general officers of the St. Paul road are in Milwaukee, in which city Assistant General Manager Tucker was born. The road was accounted solvent, by every official, including General Freight Agent Hildan, in the city.

At the offices of the Inter-State Commerce Railway association no notice of withdrawal was taken. Later in the day it was rumored that General Manager St. John had qualified his denial and said the Rock Island might withdraw. He was not in his office after the rumor was started and it could not be officially denied.

An Unexpected Stumbling Block.

CHICAGO, Oct. 30.—[Special Telegram to The Bee.]—An unexpected stumbling block was found in the meeting of the northwestern division of the Western Freight association called to-day for the purpose of raising rates between Chicago and St. Paul. Chairman Faithorn, in calling the meeting to order, told the result of the New York conference that the Chicago Pacific had been sold and the track lines. That conference had resulted in a proposition by all the lines to establish through rates from the seaboard to St. Paul of 115, 100, 80, 50 and 40 on the six classes, the different lines should be same via all the lines.

Captain Groff says in his decision, which is quite lengthy: "It was proved and admitted by the claimant that from December 23, 1887, to June 17, 1887, Anderson filed his suit, alleging that the defendant had not living on the land, and the question presented for my consideration is, upon the showing made, has the claimant by such absence forfeited her entry?"

"Her good faith in making the entry and in what she has done upon the claim is a very important element and indispensable. To determine this it is necessary to inquire into all the circumstances. The testimony of the claimant is that she did not know that she was poor. She borrowed the money to go west and at the time of entry she had \$15. She at first built a sod house on the land in the fall of 1888. In 1888 she succeeded in building a second and better house, a well and a cellar and was about forty acres of the land under cultivation. The improvements cost about \$300. The claimant was in poor health and not able to perform much labor. Two reputable physicians certify on oath that she has been unable to work since the system was broken down. They further certify that it was unsafe for her to live alone upon her claim. She was not able to earn wages and support herself. She borrowed \$70 from a neighbor to clothe herself. This sum she paid back, and away and she spent a great portion of her time with him, doing such housework as she could. On the 26th of December, 1888, she went to a married sister, who lived in Ainsworth, Neb., to be cared for, and while here she was seen a doctor's car. She returned to her brother in February, 1887, and went to her claim a few times in May following, but she was not sufficiently recovered to resume her residence there. It is the consequence of her sickness and poverty she has been obliged to be away a great deal of the time and I am satisfied that she has lived on the claim as continuously as she was able and as much as was consistent with prudence and economy."

"The law does not require that life and health should be sacrificed to maintain a residence."

"It incidentally appears in the testimony that the defendant paid \$100 for her claim and refused to take it. There is no part of evidence to show that she at any time intended to abandon her claim. Her improvements and her struggle with poverty and want shows her entire sacrifice and I think she has shown a sufficient excuse for her absence."

The decision is reversed and Miss Meyers' entry held intact.

THE VIRGINIA CAMPAIGN.

SALE of the Great Pillsbury Flour Mill and Other Properties.

[Copyright 1889 by James Gordon Bennett, Jr.]

LONDON, Oct. 30.—[New York Herald-Cable—Special to The Bee.]—Senator Washburn and ex-Governor Pillsbury have concluded the sale of their great milling, elevator and water power properties, concerning which negotiations closed at Elgin, Illinois, present meeting place of the two partners at the meeting said there was no question that the rates will be raised at the November meeting, as navigation would be closed at that time.

Practically Negotiated.

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