# THE OMAHA DAILY BEE: THURSDAY, DECEMBER 23, 1893.

BUT IS A THOMAS A DECEMPTION AND A STATES AN

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Opponents of the President's Policy Took Snap Judgment on Him and Had the Road in the Courts Before He Knew It.

NEW YORK, Dec. 27.-The New England railroad, after a very troublesome career. has passed into the hands of a receiver. The application was made to Judge Wallace in the United States court at Albany.

The court appointed ex-Senator Thomas C. Platt as temporary receiver. Mr. Platt is one of the directors of the company.

The appointment caused virtually no surprise, as it was well known definite steps looking to such a result were taken last night. It was said a conference was held at the Fifth Avenue hotel last night, and at a late hour the determination was reached to ask for a receiver. The conferees, it is alleged, were Thomas C. Platt and G. H. Prince, directors of the company, A. B. Boardman and Frank H. Platt of the law firm of Tracy, Platt & Boardman, and some capitalists interested in the securities of the company. Mr. Boardman left for Albany on a midnight train to make the application for the appointment of a receiver today.

## Platt Interviewed.

Thomas C. Platt, when questioned about this report, referred the inquirer to the of fices of the New England company for information. He admitted, however, there was some truth in the story referred to.

"This move," said Mr. Platt, "should not be regarded as an unfriendly one. It was deemed advisable to conserve and protect. the interests of the road, its bonds, stockholders and creditors. The road was in such a condition that the protection of the courts had to be invoked. The application, of course, did not come in the nature of a surprise to the officials. In its present condition an application for a receiver was natural."

One of the capitalists who attended last night's conference was more frank. He said that as a matter of fact the alleged conference last night was really a little meeting of the committee appointed some time ago to raise the money required by the company to pay the interest due on January 1. The sum of \$200,000 was required for that purpose and the committee had been unable to secure it. The responses to the application of the committee had been very slow. Under the circumstances, therefore, it was necessary that an application should be made for a receiver. It did not follow, however, that this application would be inimical to the interests represented by Mr. McLeod, although it was not believed that Mr. Me-Leod now held any more stock than was necessary to qualify him as a director and president of the company. A meeting of stockholders of the New

England company was held this afternoon to vote on the question of ratifying the lease to the New England company of the New York, New England & Northern road.

## Explanations from McLcod.

· President McLood was present and made a statement explaining what had been done since his connection with the road as its president. The voting on the question of the lease will be continued tomorrow, when it is expected company votes will be received to ratify. One hundred and eighteen thousand shares will be necessary to ratify, but up to 1:30 o'clock only 14.000 were reported. It was while the voting was going on today

e announcement was made that Mr

NEW VADU & VEW EVELAND stock and other property. Judge Wallace o says that the order is returnable before i in New York on January 10, when the stion of the appointment of a permanent

eiver will be argued. he statement of the New York & New gland road for the nine months ending tember is as follows: Gross earnings. 220,407; mcrease, \$56,833; operating ex-ress, \$3,379,847; increase, \$106,852; net ine, \$1,245,620; decrease, \$19,989. The to charges exceed the net income by \$168, OFFICIALS OF THE ROAD EXPLAINING an increase over the deficit for the same eriod of 1892 of \$47,757. The bills payable neluded notes of \$750,000, given for bonds by General Solicitor Hawley, Freight Agent the Providence & Springfield road. The pross floating debt on September 30 appeared Morehouse and Manager Burt Argue o be \$2,305,432, against \$1,749,282 a year pre vious. The cash offsets were \$732,016 and \$1,223,399 due by railroad companies and in dividuals. The funded dobt was \$17.151,310. The New England company going into the hands of a receiver does not affect the Read-LINCOLN, Dec. 27 .- |Special to THE BRE. The State Board of Transportation held a

## ing. M: McLeod's connection with the int-ter ceased when he was removed from its receivership some time since.

Reviewing His Stewardship. Missouri Valley Rathroad company against President McLeod, in his statement to the stockholders at the special meeting, re-viewed his administration or the road's rates on hay to the figures as they existed affairs since his election to the presidency ir March last. He says that he has become on and prior to October 3, 1893. The raitroad was represented by General Manager convinced that the road can only be enabled to earn dividends by securing to it Burt, General Frieght Agent Morehouse and General Solicitor Hawley. All the admission to New York city, and he advo-cates the leasing of the New York. New England & Northern as the only means of obtaining that object. Then he made a permembers of the board, together with the secretaries, Messis, Dilworth, Johnson and Kountz, were present. sonal statement, defending his course For the purpose of refreshing the minds of president. Arguments are advanced to show the readers of THE BEE it may be stated that he has been consistently watchful of the interests of the company and has been that prior to October 3 of the present year

anxious for the good of the property. "On the 14th of March 1 was elected to the presidency of your company. 1 found an empty treasury, many overdue and un paid vouchers and a large number of credi tors, several of whom were pressing their claims for a settlement," he said, "The very next day after my election, an attach ment was placed, much to my astonishment, on a large portion of your rolling stocs. It was made, too, by one of the creditors, who, I might also say, had been treated as a pre-ferred creditor by the previous manager, by paying him large amounts just before the change. Several members of the board and myself promptly came to the relief of the company, the attachments were released and funds sufficient advanced to provide for pressing claims. This established to a great extent the credit of the company and onfluence in the public mind. The manage nent then sought to place the property in etter condition physically and to establish such discipline among the employes as bluow insure safety and ecomony in the conduct of your business.

#### Strugging Against Adversity.

eport their findings and recommendations "For several months, during the normal condition of business, the net gains of each month were very satisfactory and enabled your management to pay off all the money advanced by the members of the board and to the board, which, at a final meeting. either adopts or rejects the recommendacourse was pursued. The board itself met atmost immediately upon the receipt of the myself to meet pressing necessities early in March. When the July interest payments became due, the financial condition of the petitions, and with no further preliminaries, as far as the record goes, than a brief discountry was such that it was almost impos sible for any corporation or individual, no cussion, issued the order requiring the res toration of the rates as they existed on Optober 3, 1893. In fact the board assumed matter what his or its resources might be, to borrow money. Yet, almost enterely un aided, I procured the necessary funds to meet these payments. The advances made original jurisdiction over the rate question. The action of the State Board of Trans-portation took the Elkharn people by surfor these purposes have since been paid out prise. They protested that they had heard of the earnings of the company, notwithof no complaints and that they had not been standing the very great depression in busi-ness generally and a consequent falling off notified that the board proposed to take up the matter for consideration. On December in receipts. 20 Solicitor Hawley filed an answer with the

"From the time I assumed the management of your company to the present day, I have labored to the very best of my ability to improve its credit, its physical condition. and its future prospects, and, after studying it as thoroughly as the time I have been connected with it permitted, I concluded its stockholders could not reasonably expect a ceturn upon their investment unless sor way could be devised by which the road could be extended into the city of New York where it would be able to compete for the through traffic from this great metropolis. To accomplish this result the plan laid before you today, embodied in these considcrations, was thought to be the only one by which an extension and an independent line

could be secured.

pany.

mically,

surplus besides."

n New England.

today.

Railway and

public.

carned

'In his statement to the board today General Hawley said that the Elkhorn com-pany challenged the authority of the State Board of Transportation to assume original "It is my belief that if your votes are "It is my belief that if your votes are given today in sufficient number to ratify this lease you will not only by your action obtain the desired extension, but will, within a reasonable time, begin to realize some-He stated further that he would pro-

mitigated by the distribution among the shareholders of a proportional amount of new collateral bonds, materials for which the company has at its disposal. ARE HAY RATES TOO HIGH? MAY RETALIATE IN COURT. Elkhorn's Side of the Question Being Ably

> Northern Pacific Employes Seek an In Junction Against Cutting Wages. MILWAUKEE, Dec. 27,-To combat the in

Presented at Lincoln.

that the Raise Made in Octo-

ber Was Justified.

the rate on baled hay from all points on the

Eikhorn road to Omaha and common points

Important Point Involved.

Transportation departed somewhat from its usual custom. Generally when a com-

plaint against a rallroad company is filed with the board the company is notified of

the fact and asked to file an answer to the

complaint. After the answer is filed the secretaries of the board fix a date for a hear-

the secretaries consider the evidence and

In the present case an entirely different

board of secretaries in which h

facts:

among many other things, the following

That the new rates put in force October 3. are not excessive, unreasonable or unjust. That the rates on hay in force prior to Octo-ber 3 were unreasonably and unusually low, and that such rates were put in force for the sole pupose of aiding those engaged in the shipping of hay and to encourage and develop that industry.

shipping of hay and to encourage and develop that industry. That during the past year the revenues of the company have greatly fallen off, owing to the general depression in business, and in view of these circumstances it is only just to the railroad that it be permitted to slightly ad-vance the rates on hay.

Some of the Testimony.

junction proceedings sigainst them, the employes of the Northern Pacific con template taking the matter into court by filing a motion before Judge Jenkins to have the old wage schedule continued in force. They are inclined to obey the letter of the order entoining them from causing trouble to the road by striking, but they claim that they should be given an op-

portunity to present their side to the court. The leaders are now in consultation with neeting this afternoon for the purpose of attorneys and there is no doubt this step hearing the arguments of the officials and will be taken. attorneys of the Fremont, Elkhorn &

St. PAUL, Dec. 27 .- The Northern Pacific employes' representatives will meet at 3 the recent order of the board restoring the o'clock to consider the latest development in their contention with the road. This morning they were feeling very bitter about the injunction that had been served on them, but are very much at sea as to what action

they will take in the matter. The Northern Pacific employes' represen-tatives now in this city had no injunction served on them. They are inclined to resist such if an effort is made to serve it upon them. And they say, moreover, that service is unnecessary, as they propose to do all things moderately. The decission rests there at present, but sensational developments are expected after tomorrow's meet ing, v

General Manager Kendrick says the order had been fixed at 7 cents per 100 pounds. was issued merely as a precautionary meas On that date the Elkhorn rates were raised ure, the interests involved being so large to an average of 1014 cents per 100 pounds. and extensive. He expressed the utmost confidence in the employes as a body, but On November formal complaints against the said there were generally in large organiza-tions of men certain ones who would peraction of the road were filed with the State Board of Transportation. On the 23d, two days later, the board met and issued an petrate a strike and a few hot-headed in order requiring the restoration of the old rates and giving the railroad company ten dividuals might do a great deal of harm. The company did not wish its men, as whole, to suffer for the folly of few. He thought the men would yet be days in which to show cause why the order should not be enforced. few. inclined to agree to the plan when they had given it further study. Henry C. Payne, one of the Northern Pa-In taking this action the State Board of

cific receivers, says he does not expect the employes of the road to accept the reduction of pay and the order of the United States court without a struggle. If they do strike, he says, there will be no trouble in filling their places. Scores of applications have been received from railway men all over the ing, and at that hearing the evidence on both sides of the controversy is heard. Then country. Railroad men are beginning to gather at St. Paul now, hoping that a strike will cause vacancies on the road which they can fill. Mr. Payne declined to express any opinion on the contention of the men that if was with bad grace that the receivers or dered the cut after applying for a yearly salary of \$18,000 apiece.

The meeting of the men this afternoon did not decide on any final action, but before adjournment a committee was appointed to onfer with the rescivers and learn what further action is possible without going into the courts. The intention is to exhaust all other means of relress before calling on the courts. The Northern Pacific employes have completed their system of federation, and all employes are included.

# FEES OF RALLROAD LAWYERS.

## Some Idea of the Cost of the Atchison Receivership.

TOPEKA, Dec. 27.34 [Special to THE BEE.]-Lawyers say that' Rossington. Smith & Dallas of Topeka, the law firm which subscribes to the petitions in foreclosure in the Atchison, Topeka & Santa Fe receivership cases, will be allowed a fee that will amount to a small fortune. The same firm brought suit in the foreclosure of the mortgage on the hansas City, Wyandotte & Northwestern road, a short line of less than 200 miles in length, running from Kansas City to Beatrice, Neb., upon which the indobtedness was less than \$500,000. For this service Judge Caldwell allowed a of \$22.000, or about 5 per cent of the indebtedness.

Taking this as a basis of an estimate of the fee the firm will be allowed in the Santa Fe cases, the amount will be something enor nous, for instead of a few hundred thousand dollars of indebtedness and a short railroad, the Santa Fe owes several hundred millions, and its system embraces over 9,000 miles of railroad. Of course in such cases the western law yers always divide with associate counsel in the east. Rossington, Smith & Dallas divided their foo in the Kansas City, Wyan dotte & Northwestern case, and they will divide in the Santa Fe case with Alexander McCook & Green of New York. McCook, by the way, is John J. McCook, who was sen eral counsel of the road under the late man agement, and is now one of the receivers.

MITCHELL ON THE GROUND Daly 122 pounds. Jacksonville Entertaining the Head and Front of England's Pugilistic Corps. containing some of his finest yearlings, in-

cluding Rey del Gierra, left here this morn-PAYS HIS RESPECTS TO BILLY BRADY ing on an ranch at Du Quoin, Ill., with a view to train ing the horses preparatory to taking part in the eastern spring races. Both Chawles and the Club Managers

tors.

Mr.

Coming East to Train.

URFAIED A SENSATION.

the Chicago Women's Clubs.

CHICAGO, Dec. 27 .- Editor W. T. Stead

entatives of all the leading women's clubs

n the city. Mr. Steau, who had been in

excluded the press representatives. Many

of the ladies present were very writhful over the editor's remarks, and the meeting

after Mr. Stead withdrew was very stormy. Nothing was done, however, and no resolu-tion concerning Mr. Stead's remarks was

women declared that under no circumstances

would they again attend a meeting at which

RACY DIVORCE COURT CASE.

Wife of an Iowa Banker Accusad of Break.

ing Up a Family.

CHICAGO, Dec. 27 .-- [Special Telegram to

THE BEE. ]-A hearing of the divorce suit of

Bella H. Hassett against William E. Has

sett was had today by Judge Ewing m

which the identity of the co-respondent,

which has been a secret in the past, was

made known. Mrs. Nellie Stone Sloeum,

the wife of a banker and prominent mer-

in June last that Mrs. Hassett discovered

her husband's misconduct. She testific, that at that time they were living in the

pectedly from a visit to her parents in Ham-liton, O., and found "Billy" living with an

other woman. Correspondence which had passed between

Mrs. Slocum and the faithless husband was read in court and Judge Ewing was informed

by Attorney Kennedy, who appeared for the complainant, that Mr. Hassett had flea to Mexico. Mr. and Mrs. Hassett were mar-ried in June, 1891, in Hamilton, O. Bella

Cynthia Hicks was the bride's mailden name. She is a woman of great beauty and many

then moved to this city. In the bill the co-respondent is charged with planning to get

rid of her husband and letters from her to

Hassett seem to bear out this accusation

The case was taken under advisement.

with

It was

chant of Nashua, Ia., is charged breaking up the Hassett household.

Armour flats and that she came hor

the editor was present.

RENO, Nev., Dec. 27. -- Winter's special car,

eastbound train for Winter's

Think that the Ex-Omaha Newsboy is Talking Too Much with Editor Stead's Remarks at the Meeting of His Mouth.

JACKSONVILLE, Fla., Dec. 27,-Charles Mitchell, boxing champion of England, arrived in this city this morning at 11 o'clock by the Florida Central & Peninsular train from the east. An hour before the train arrived there were probably about 1,000 people at the depot. The crowd increased until when Mitchell's train arrived it was simply enormous. When Mitchell alighted a shout of welcome went up and the English champion had to fight his way through a boisterous, jostling mass of curiosity-loving humanity.

Upon Mitchell's arrival at the hotel the throng had massed around the entrance until passage through the doors was almost stopped. Several big policemen finally cleared a way and managed to get Mitchell to his room. Here he was seen by a repre sentative of the Southern Associated press. who asked him if he had noticed a recent publication crediting William A. Brady with still believing that he (Mitchell) would yet fail to appear.

### What Charile Thinks of Willie.

"Yes," said Mitchell, "I have seen them. but they do not worry me. Everybody who knows Mr. Brady knows he is a little man, and liable to say anything. 1 will give him credit for one thing, however, and that of being shrewd enough to become the manager of a lighter like Corbett. There is something better in that than pasting bills in ad vance of a show. As far as Corbett goes, he is a clever fighter, but, considering that he has a man like Brady, that lets him out." "What's your weight?" "On last Monday I weighed 186 pounds. I have very little flosh to get off, having

trained pretty hard." "What do you think of Corbett's belief in our sincerity in regard to the match?"

your "That is a piece of Brady's talk. Corbett knows I make all my matches myself and handle my own business. As far as chasing the dollar goes Corbett has the first one he ever made, and he will have it when he

Mitchell is looking in the very pink of con dition, and every move suggests muscular power

## Club Does i't Like it, Either.

Brady, who manages Corbett, has been talking too much, in the opinion of the Duval Athletic club. The members are mad about it, for they say that what he says prejudices the governor against them, and against the contest. Brady has been interviewed today, especially on his recent trip to New York. To the interviewers he said the contest would surely come off, in fact he had received private advices to that effect. Any body can see if what Brady says is so. Florida's authorities are unworthy the of-fices they hold. His statement is a reflec-tion upon the governor. In fact, it inducates he is not genuine in his opinion as to the contest, and the same may be said of all other authorities who have anything to do with negocities That is the measure the with prevention. That is the reason the Duval club is mad, and the reason they say Brady has been talking too much. Bat Masterson is in the city. He is a great admirer of the English champion, and if all one hears is true, Mitchell will have some Colorado silver behind him.

### Making Money While He Waits.

Mitchell gave an exhibition tonight at the opera house to an immense audience. At the conclusion of the Englishman's bout with Bogarty, there was a loud call for a speech, when he stepped to the footlights

Score in the Wheel Bace.

bicycle match at 10 a.m. was as follows:

NEW YORK, Dec. 27. - The score in the

713 Ashinger. 700 Foster

record made in the race of 1891 by

Miles, Biders, 1993.0 Vandenburg, 956.0 Golden, 946.2 Ashinger 858.0 Barton 838.0 Foster 839.0 Foster

705.

NEW YORK, Dec. 28 -At 1 o'clock this

The severe strain is beginning to tell on

the men. Black rings are to be seen andor

all their eyes. At 2 o'clock a. m the highest scores are:

Close of the Brentwood Coursing.

Sr. Louis, Dec. 27 .- At Brentwood the

finals were decided in the twenty-four-dog

stake of the St. Louis Coursing association

Colonet Edward Burgess' blue dog, Sars-

field, won the first prize over twenty-three

of the fleetest greyhounds in the country

and was declared the champion courser o the state. Today's events were:

This closed the series and the finals began

Washington Bookmakers Indicted.

Martin, 988; Schock, 967; Weller, 956.

with Corbett

Riders. Martin Waller

Albert

Vuxell

Martin.

Riders. Martin.

Schock. Waller.

NOT THE BAKN PROPERTY. and said: "LADIES AND GENTLEMEN: I thank you

The fight was tame, Neist, who is a Several desperate characters were there, but a telegram notified the officials of the road, who put a strong guard on the train at graduate from local amateur circles, being on the defensive throughout. Daly was un-marged. Neist weighed 115 pounds and Payetteville. They conducted the train to Fort Smith and then escorted the train through the threatened district.

## ALL WERE DENIED HER.

Mrs. Lang Falled to Get a Shroud, a Coffin or a Grave.

Mr. and Mrs. Lang, who have rooms at 1715 St. Mary's avenue, quarreled yesterday afternoon and last night Mrs. Lang attempted to commit suicide by taking laudanum. After taking the poison she placed the bottle by the side of the customary farewell letter to her husband and closed

her oves as she expected for ever. A physician interrupted the plan. In her letter she asked for only three created a sensation at the meeting of joint Women's clubs of this things, a shroud, a coffin and a grave. She complained of cruel treatment, and that she city at Recital hall this afternoon. The meeting was called by the Chiwas unable to perform the work which was required of her at the hotel. A postscript cago Women's clubs to confer upon plans to stated that when her husband, whom she still loved, read the lines, her body would be in the cold embrace of death. aid the suffering poor women and children of the city. Dr. Sarah Sackett Stevenson presided, and the hall was filled with repre-

## SOUTH DAKOTA TRAGEDY.

vited to address the meeting, said he chiefly Mel Baldwin Kills flis Mother-in-Law and welcomed the opportunity because, sitting side by side with these active workers, be-fore him were some of the more disreputable Humself.

Sr. PAUL, Dec. 27 .- A Sioux Falls special to the Pioneer Press says word was received people in the city of Chicago. Nothing was more obnoxious to any one who paid any at-tention to the toaching of the gospei than the fact that the conventional judgment about reputable and disreputable people was quite this afternoon from Lenox that a terrible outrage was committed at the farm house of William Yant, near there, last night. It was

case of too much son-in-law. Mel Baliwin, a son-in-law of Yant, had been denied the house on account of his un-governable temper, and last night with a 82-callber revolver he fired at Mrs. Yant, Three of the bullets took effect. Baldwin passed out of the door and shot himself, falling dead. Mrs. Yant is in a critical condition, but may possibly recover.

all the way through. In every derangement of the

liver, stomach, or bowels, these tiny Pellets will give you more good. They have a tonic or strengthening effect on the lining membranes of the intestines. This assists and increases the natural action of the bowels, and per-manently cures Jaundice, Biliousness, Diz-The harder a decision of the bowels, and per-manently cures Jaundice, Billousness, Diz-ziness, Sour Stomach, Indigestion, and con-sequent stupor or drowsiness. For breaking up attacks of Colds, Chills, Fevers, Rhenmatism, Neuralgia, and kindred decangements resulting from severe exposure, nothing can crund them

nothing can equal them. They're guaranteed to give satisfaction, in

every case, or your money is returned. You pay only for the good you get. This is true only of Dr. Pierce's medicines. What offer could be more business-like !

AMUSEMENTS

## BDYD'S NEW THEATER.

THURSDAY, DECEMBER 28, 1803.

CONCERT.

talents, and since coming to Chicago has been a very successful newspaper writer. They lived at Jefferson, Ia., for a while and then moved to this city. In the bill the co-Yale Glee and Banjo Clubs.

Scale of prices: PARQUET, \$1.50, PARQUET CIRCLE, \$1.50, RALCO Y, \$1.00, GALLERY, 250.

# BOYD'S THEATRE.

Friday Evening, Dec. 29th

And fifty people in the east.

BEGINNING'S SUNDAY, DEC. 31.

New Year's Mathee. THE COMEDY NOVELTY.

YON YONSON

MR. GUS HEEGE,

And a Brilliant Company of Consediant, THE MARVELOUS SCENERY, THE LOG JAM, THE LUMPERMEN SQUARTET THE LUMBER CAMP, THE ACROBATIC IRISH WOMAN, THE FUN OF HEEGE.

Sale opens Saturday at the usual prices: New Year's mathice prices for reserved seats 25c, 50c

15fh STREET THEATREPOPULAR

TONIGHT.

FARMER J. C. LE .. IS

"SI PLUNKARD"

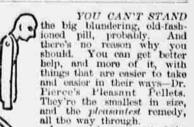
MATINEE SAIURDAY.

omediana

You've Heard of Me. I'm Co

net company of 20 Tal n the Laughable Yankee

foreign to the Christian ideal. Who were the more disreputable women in Chicago! They were these who had been dowered by society and provided with all its gifts and all its opportunities, and who lived entirely self-indulgent. These women who had great opportunities, only to neglect them were more discontrollers, to here of them, were more disreputable in the eyes of God and man than the more abanaoned women of the streets. Mr. Stead's actual language was some thing stronger than quoted above. After Mr. Stead's speech he retired from the meeting and the women went into executive session, and, in a discussion of his remarks,



Platt had been appointed receiver. Mr. McLeod took the appointment of a re-

ceiver good humoredly apparently. When told a representative of the petitioners for a receiver had said that no allegations had been made in the morning papers against his management, but that the appointment had been asked for solely on the ground that the road was insolvent, Mr. McLeod said

Then it is very strange that the petition ers did not notify me what they are going to You can put it down that the application for a receiver was inimical to me We shall see, however, whether the road will continue in the possession of a receiver."

## Expect a Merry Row.

One of the directors of the company aid: "There will be a lively fight President McLeod does not put up the money needed to discharge the January in terests. Both sides are prepared for almost any emergency and in such an event there will simply be a question as to who gets there first. It all depends on Mr. McLeod. If he raises the interest money there will be no receivership; if he does not procure the money there will be one. The putting up of ney is dependent also upon the ing of the controlling interest in the stock. If the McLeod party has the money r will put it up unless it finds itself in control of the stock. That Mr. McLcod feels uncertain in regard to his a time when we were struggling to establish our credit and put the road and rolling stock ing was shown by the desperate efforts which he made to secure proxies to be voted at the stockholders' meeting. The whole trouble with the New England is that for the past five or six years it has had no work-ing capital. The president has always to provide for all deficiencies. Mr. Bostwick and Mr. Parsons each in turn had to do i and now Mr. McLeod is getting a dose of the PHILADELPHIA, Dec. 27.—Samuel Heimer, trading as Percy Heilner & Son, a coal mer-chant of this city, made an assignment today to Albert B. Weimer. The failure was presame medicine.

On the Stock exchange the crowd of brokers in New England was the largest in the room. The transactions in the stock early in the day were enormous and the excitement intense, as no one knew maything definite concerning the receivership. The stock opened at 14%, against its closing price last night of 154.

## Property Controlled by the Company.

The New York & New England Railroad company owns 360 miles of road and leases 165 miles. The company was formed by the organization in 1873 of holders of Berdell mortgage bends issued by the Boston, Hartford & Eric Rallway company. The indebt-edness amounts to \$16,737,312.50, including bonds, mortgages, notes and contract liabili ties

There is also a floating debt of \$850,000. There is about \$20,000,000 of com The New England has some valuable prop crty, especially in the way of terminals. Through its lease of the Norwich & Wor-cester railroad it centrels the Norwich & New York Transportation company's line of steamboats.

## What the Judge Said.

Judge Wallace said that the order which he made for appointing a temporary re-ceiver for the New York & New England was granted pending the application for a was granted period. It was done to save the property and prevent disintegration as a result of attachments upon the rolling



thing upon your investments, the dividends on which have been so long deferred. duce evidence to prove that the rates now in Purely Per onal Matter.

in condition to transact your business econ

would have shown that the road not only

Held Too Much N. Y. & N. E. Stock.

cipitated by the slump in the New York & New England stock, of which he was a heavy

holder, having gone into the pool with sev-eral other Philadelphia capitalists, which

purchased sufficient of the stock to secure

control of the road for A. A. McLeod. Mr. Heilner handled about 300,000 tons of coal a

year, principally from the Reading & Lohigh lley collierics. He says his mercantile

iffairs were in excellent shape and there

"I was a director of the New York & New

the most implicit faith m Mr. McLeod

ilner

fell I simply could not stand the squee

a well known fact that Ma

and this caused him to make such heavy in-

Earnings of the southern Pacific.

Another Kailroad in Prospect.

ly, safely and satisfactorily to the the result of the year's operations

its fixed charges, but a handsome

force were lower than those in force upon any railroad in the state; that the rate were much lower than those fixed "I wish here to make a statement which so-called Newberry bill, passed by the last legislature, and that the officers of the road may be regarded as entirely personal. Since i became interested in your company I have had never learned that any dissatisfaction existed until they received the order of the given my best efforts in its behalf and have nade many personal sacrifices at times when board. I could not find any other person who was willing to share with me the responsibility. K. C. Morehouse, general freight agent of the Elkhora, was placed in the witness box The sacrifices were undoubtedly necessary to save the credit of your company and its

He presented eight or nine tabulated state ments bearing out the statements made presolvency, owing to the depression of busiviously by Ganeral Hawley. Mr. Morehouse was subjected to a some ness and the stringency in the money mar ket. I ask no credit for these services, conceive u to be my daty imposed on me. what searching cross-examination by Secretary Dilworth. He admitted that his "All I ask is that you may not believe the pany could haul a larger tonnage of hay for statements undoubtedly instigated by people who happen to have the facilities for giving a less rate than it could a smaller tonnage but he was unable to explain why, under the them wide circulation, and who, like all usen resorting to such methods, feel secure,

application of his rule, the company should charge as much in 1891, when in hauled 41 knowing very well there is no way open me by which they can be justiv punished. I say to you emphatically that I have never 000 tons of hay, as it did the year previously. when it hauled but 16,000 tons. He ad mitted that the lowa distance tariff or interested myself in the securities of your hay was lower than the same tariff now in force company in any way except with the exon his road. pectation of enhancing their intrinsic value Among the tabulated statements submit-ted by Mr. Morehouse was one comparing and thus, indirectly, the credit of your com-"I believe in the property as I always have and if this unfortunate year for all railroad companies had not overtaken us at distance tariffs in Iowa with those now i

effect on the Elkhorn. On cross-examination, however, he admitted that he did not know whether any hay was ever shipped from the Iowa points to Chicago or not. In reply to a question from Attorney General Hastings, Mr. Morehouse stated that he didn't know whether the order raising the hay rates had been sent to the State Board of Transportation or not.

## Business as Good as Ever.

In reply to a question from Secretary of state Allen, Mr. Morehouse asserted that State as much hay is being shipped under the new rates as under the old rates; that he has noticed no failing off in the hay shipments; that he did not know that any hay was being held back on account of the higher rates; and that he had heard no complaints rom any source as to the unreasonableness of the rates. In reply to further questioning from Sec retary Dilworth, Mr. Morehouse stated that when he lowered the rates in May, 1891, he

did so before the hay crop was harvested When he raised the rates he waited unti would have been no trouble but for the drop after the present year's crop had been har vested. General Hawley applied a few more oues England," said Mr. Heilner. "I stood by my stock and by the pool, and when the stock tions in order to draw out from Mr. More-house the statement that he had been in

structed to put the rates fixed by the New borry bill into effect on August 1, but had been prevented by the injuction. Manager Burt on the Stand.

vestments in New England. The statement General Manager Burt took the stand and of assets and liabilities cannot be obtained testified that it was his intention to put the Newberry rates into effect on August 1. He was familiar with the affairs of his road and knew that the general business depression Orego . Rallway and Navigation Company. PORTLAND, Ore., Dat. 27 .- The net carnof the past year had greatly reduced the revenues of the company; that the rates on hay were raised in order to recoup the ings of the Oregon Railway and Navigation company, according to the Union Pacific receivers, have for several years shown a losses of the company: that the previous ton deficiency after paying the 6 par cent, stipulated in the lease, on the Oragon Railway and Navigation company stock rates on hay were made to encourage the hay industry, but that the old rates were never remunerative. He testified that the new rates were, in his opinion, extremely reasonable

Mr. Burt entered into a lengthy explanation of the reasons which impelled him to raise the rates. The stringency of the times had compelled the company to reduce its expenses 20 per cent and during the past two years no dividends had been paid on the company's stock, the entire receipts last year being used in paying fixed charges and operating expenses. A continuation of these conditions would seriously impair the efficiency and safety of the road.

The first and only notification he had had that the new rates were objectionable was when he received the order from the State Board of Transportation. No shipper. Board of Transportation. No shipper, farmer or dealer had evercomplained to him.

London Alcaison Affairs. Loxnox, Dec. 27 .- The Times, in its fuancial article, says it is fortunate for the proprictors that the Atchison floating debt is comparatively moderate, and if an equitable plan for relief be proposed it can be easily discharged by an insessment on shares. Nothing short of such a levy would be toler-ated by the bondholders who were com-pelled to make sufficient concessions in the reorganization in 1859 so fully as to justify

them in single cases now provided by the stockholders. Fear of assessments may, however, in the present case be somewhat

### Froposed by Lowelling.

EMPORIA, Kan., Dec. 27-Hon. A. L. Randolph of this city today received a letter from M. H. Krimpton of Topeka, also printed At 8:30 Waller and Ashinger collided and both were thrown. Ashinger hurt his knee badly and was forced to leave the track. circulars, calling for a meeting in Emporia Saturday next in the interest of the pro In the first forty-eight hours Shock cov-eved 733 miles. This is 143 miles better than posed Gulf & Interstate railway. This is the new route proposed by Governor Lewel-ling to the gulf. Meetings are also called for this week at Aduire City, Americus, Allen, Plymouth, Hartford and other places in this county, at which the Topeka people promise to have speakers to urge the new project.

## No Show for an Agreement.

CHICAGO, Dec. 27 .- The Soo-Pacific line has ssued tariffs showing differential rates of \$20 on first class, and \$5 on second class business to Northern Pacific coast points. leretofore it has demanded only a \$10 dif ferential on first class and \$5 on second class Its increased demand does not argue for a peaceful solution of the transcontinental rate troubles which are to be considered at meeting in this city on January 4.

Santa Fe Directors Meet Friday. TOPEKA, Dec. 27.-Receiver Wilson of the Santa Fe company left Topeka this afternoon to attend a meeting of the receivers to be held at J. J. McCook's office in New York City, Friday, December 29. This meeting formulate a definite policy to be pursued by the receivers.

## Interest in London Aroused.

the state. Today's events were: E. L. McRath's blue Daisy was defeated by M. Hannick's fawn dog, Danger. Benjamin O'Keefe's fawn dog, Jim K, de-tented R. Rothwell's brindle dog, Belfast. Thomas Kelly's blue bitch, Bell, defeated John Hambrick's fawn dog, Spring Kr. Colonel E. Burgess' blue dog, Sarsfield, de-teated J. B. McCornick's brindle dog, Cyclone. Colonel J. McDonald's blue bitch, Cora, de-feated Thomas Young's fawn bitch, Cora, de-Gented Thomas Young's fawn bitch, Tessa. G. Wilson's fawn dog, Swipes, defeated John Egan's roan dog, Sligo. This closed the series and the finals began. LONDON, Dec. 27.-A committee is being formed to protect the interests of the Atchi on railroad bondholders.

In Omaha Circles. W. F. Post, contracting agent of th

Inion Pacific at Denver, is in town. W. C. Barnes of the Missouri Pacific has returned from his visit to West Superior. Special Agent Canady of the Union Patific has returned from Seattle, where he went to participate in the trial of a case for damages

R. S. McAllister, general freight agent o the American Refrigerator Transit com pany at St. Louis, was at Missouri Pacific headquarters yesterday.

General Freight Agent Crosby, who re-turned from Chicago yestorday, left last might for Kausas City to take a band with the grain men of "Khw town" in attempt-ing to settle the grain difficulties. "No compromise," it is understood, is the watch word.

A meeting of the joint immigrant traffic committee of the Western Passenger asso ciation has been called to meet in Chicago next Wednesday to arrange for a proper di-vision of business. P. J. Flynn, commis-sioner of the Colorado Traffic association. passed through Omaha last night enroute to Chicago to meet Chairman Caldwell and Secretary McCutlough of the Western Pas-senger association. Mr. Flynn was recently cted by the lines to act with Caldwell i arranging for the equitable division of emi grant business into the western territory It is estimated that the emigrant busines contributes \$5,000,000 to \$10,000,000 a year t the twenty-eight lines in the Western Passenger association.

## BEATHER FORELASTS.

#### Generally Fair, Preceded by Rain or Snow Are the Sebraska Predictions.

WASHINGTON, Dec. 27. - Forecasts for Thursday: For Nebraska-Generally fair: preceded tonight by local rain or snow in the For South Dakota Fair, preceded by light rain or snow tonight or in the early morning in the eastern portion; variable winds

For Iowa-Fair, southerly winds.

for the more than kindly reception extended to me. You see I have turned up on time, and nothing outside preventing, I shall meet James J. Corbett in the ring on the appointed date. Although I may fail to surprise you tonight, I hope to do so on that occasion." Mitchell and party leave for St. Augustine tomorrow where the Englishman will im-mediately go into training for the contest

Litigation Over Palace Stables Involve Only Real Estate and Buildings. The report of the application of John D.

Eilborate production of the subl DAMON AND PYTHIAS Preighton for a receiver for the Palace stables, given in the court news a few days ago, has created an erroneous impression The matter in litigation applies solely to th real estate and buildings. The personal J. Edgar Owins, as property, including horses, carriages and barn equipment, is the property of Henry Chamberlin, and is in no way affected by the litigation over the ground and building Manager W. J. Estes states that the pro-Special Scinery, Superb Costumes A Perfect Production. Prices-\$1, 75c, 55c and 25c, Sale of sents pens December 28th, at the box office. prictor of the stable property does not owe anybody a cent, and that the business of the year has been very good and profitable. H is naturally anxious that the public should not be confused by the report of the case in BOYD'S HAPPY NEW YEAR.

## court. PEPSONAL PARAGRAPHS.

W. E. Peebles of Pender is at the Murray. Captain J. C. Ayers left for Chicago last night

P. Barton of Lincoln is an arrival at the morning the score in the bicycle contest stood Miles 775.0 750.0 W. B. Sheldon of Hastings is at the

Mercei H. J. Adams and wife of Denver are at the Paxto

H. C. Andrews of Kearney is a visitor in the city Colonel Alexander Hogeland came in from

Lincoln last night. I. Smith and wife of Sioux City are regis

tered at the Millard. John Fitzgerald and son of Lincoln ar guesta at the Paxton.

Bank Examiner C. F. McGrew arrived in the city last ovening

C. J. Hall and son of Cambridge are among the guests at the Merchants.

Ralph Kitchen, manager of the Paxton has gone to Kansas City for a few days. Look Out ; For "Si" and his Country Band Parade Attorney Orr of the Missouri Pacific, with headquarters at Atchison, is one of the late arrivals at the Millard hotel. 15th STREET THEATRE POPULAR

W. A. Coleman, for many years a resident of Omana, will leave today to make his home in San Antonio, Tex. on account of lung trouble. During the holidays a reunion of the fam

dy of J. F. Tilly is taking place, the first for ten years. Mr. and Mrs. J. F. Tilly, jr., of Radford, Va., and Charles R. Tilly, traveling for a Chicago house, are at home, as well as two daughters who reside in Omaha. Sarsfield defeated Belle, Swipes defeated Cora, Sarsfield defeated Jim K. Sarsfield de-feated Swipes, and so ended the match. Final result: Sarsfield, first, prize \$100; Swipes, second, prize \$50; Jim K, third, prize \$10; Cora, fourth, prize \$10.

two daughters who reside in Omaha. The following Nebraskans are at the hotels: W. S. Griffitts, Neligh; J. J. Cox, Kearney; Ira Johnson and wife, Kearney; E. Conradine, Hastings; N. W. Wells, C. J. Swanson, Oakland; W. D. Thompson, Central City; John Lorgfellow, Hardy; S. G. Cludester, David City; W. V. Johnson and F. M. Gaky, Valentine; R. W. Fisk, Lincoln; F. A. Kennedy, Fullerton. Arthe Manser: Walter M. Kennen St.

At the Moreer: Walter M. Keenan, St. Louis; J. J. Laughran, Minden; P. T. Mc Grath, Chicago, Robert Pigott, New York J. G. P. Hildebrand, Hon W. H. Clark, Lin-coln; G. W. Randall, Newman's Grove David Low, Norfolk ; John J. Cloos, Omaha James M. Stanton, New York ; D. J. O'Don

ohne, E. A. Benson, John F. Carpenter, Omaha; C. A. Wilson and wife, Fremont; R. M. de Lavallade, Denver; Miss Ida Stanton, New York; Ora Haley, Laramic; Miss Benton, Atlantic, Ia; R. E. Pate and wife, Sumper; S. J. David, Kansas City; M. Dec, Lincoln.

## LOCAL BAEFITIES.

The postoffice authorities at Chicago are anxious to find the address of Miss Viola Duncan whom they supposed to be a pupil at the Franklin school in this city.

has made every arrangement to make it a success. William Gehrman, while driving along Thirteenth street near Leavenworth Tuesday evening, was run into by a motor, throwing the driver from his wagon and sus-taming a compound fracture of the shoulder. The score now stands: Columbia, 214 Centman is in the employ of the Hammond Yale and Princeton, 2 each ; Harvard, 114. Packing company.

#### Foiled the Robbers.

PARIS, Tex., Dec. 37. An attempt was made to hold up the southbound 'Frisco passenger train at West Fork, Ark., last night.

REPERTOIRE: unday Matinee 0 himag sunday Might Wednesday Night New Year Matin ohemian New Year Nigh Friday Night Theosday Night Tinusday Night 'Mikado' Wadnesday Matines Saturday Night

Saturday Matinee- "Fra Diavolo." La ge Chorus. Elaborate Costumes

Chienge rimes. 803.3.81 LONG TIME

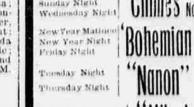
# EDEN MUSEE

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MUSICAL TRUNK MAKERS.

SUNDAY MATINEE DEC. 3 MARINE NEW YEAR'S DAY THE FAMOUS. Carleton Opera Co. Presenting following normalian

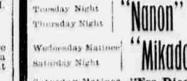
UIIIIII50 Normandy'





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## The weedish Library association will give fourteenth annual unsquerade ball at

Washington hall Saturday fight, December 30. The committee having the affair in 30.

MR. CARLETON HAS THE STRONGEST OPERA COMPANY HEARD IN CHICAGO FOR A ISIS DODGE STREET. Dally from 1 to 10 P. M.

CAT MINSTRELS KELLEY'S CLIFF DWELLERS-STANLEY'S

ONE DIME ADMITS TO ALL.

WASHINGTON, Dec. 27.-Bookmaker Benington and his three clerks will have to answer to an indictment brought by the grand jury instead of to a simple police court warrant. This afternoon the grand jury,

ignoring the fact that the men had been arested and were to be tried in a police court found indictments against them. The managers of the race meeting at 1vy City track remetantly decided this after-neon to abandon all racing until January 4, when a decision is hoped for on the motion quash the indictment of the bookmakesr.

The horses will remain in the cookinakes. The horses will contain in the city, but the bookmakers will go to New York and else-where. Should the indictment be quashed, as the race people expect, the bookles will return and racing be resumed. Chess Tourney's Progress.

noves

NEW YORK, Dec. 27. The play in the in tercollegiate chess tournament today, resulted:

Columbia (Lisle) against Yale (Ross): Scotch gamblit: Columbia won in forty-third move. Columbia (Liablare) against Harvard (Spald-ing): Sicilian defense; Columbia won in forty-eighth move. Yale (Skinner) against Princeton (Roberts): French defense; Yale won in sixty-three moves. moves. Princeton (Ewing) against Harvard (H. Ewing): Queen's defense; drawn after fifty

Dan Daly's Latest.

Sr. Louis, Dec. 27.-In a lively fourteen-round mill here tonight Dan Daly knocked

out Al Neist in the presence of 150 specta-