Tried with Better Results.

Treasurer Sweet was succeeded by Henry A. Koenig of Grand Island. The perploxing problems of intriente bookkeeping which so appailed his predecessor and no terrors for the Grand Island financier. He commenced to buy general fund warrants with the money belonging to the permanent school fund, and his report of January 1, 1878, showed that up to that date he had invested \$100,899.49 in this manner. The interest saved to the state amounted to \$0,346.94, which was paid out of the sinking fund into the temporary school fund. The policy of buying warrants was continued, and Treas-urer Koenig's report for the fiscal year ending November 30, 1874, shows that for that year he had invested \$3,220.19. Mr. Koe-nig's statement as to the effects of the policy differs very materially from the conclusions of Treasurer Sweet. He said:

"In accordance with the resolution adopted by the commissioners I, upon the first day of February commence payment of general fund warrants from the permanent school fund and at the same time applying the general fund, together with the amount transferred from the sinking fund, in pay-ment of general fund warrants. The result of this has been that the school fund has been invested in our own securities drawing 10 per cent interest, the money thereby kept in our own state, our warrants have been kept from going begging on the market and all of the old registered warrants have been paid. The interest upon these war rants, as invested, should be paid semi-annually to the temporary school fund. This ean be paid from the sinking fund, which will be sufficient to meet the demand.

Mr. Koenig's report on the above date shows that the temporary school fund had been augmented by \$20,031,19 interest received on the general fund warrants bought with the permanent school fund.

Present Condition of the Fund.

The following statement, taken from the books in the office of the state treasurer, will show the investment of the permanent school fund for the past decade. The figures for that period are taken for the reason that they better illustrate the manner in which the Board of Educational Lands and Funds has kept the idle money of the fund invested for the benefit of the public schools

\$2,010,963,63 Bonds purchased for the same period... 1,520,565,24

Balance on hand December 1, 8 490,398,39

114,570.00

Total bonds held December 1, \$2,510,872.35 Since January 1, 1893, no bonds have been purchased for the permanent school fund. The receipts for the year have been comparatively heavy, but the money has been allowed to accumulate in the hands of the treasurer. Whether the Board of Educa-tional Lands and Funds has made an honest effort to invest the immense amount of idle cash belonging to this fund is a matter which will be left to it for an explanation. The board is at present constituted of the following named efficials: Governor Crounse, Commissionner of Public Lands and Builds ings Humphrey, Secretary of State Allen, orney General Hastings and Treasures

One Palpable Difficulty.

It is but fair to state, however, in this connection, that the amount of securities recog nized by the board as proper and legal in vestment for the permanent school fund has been limited during the past year. The total amount of bonds issued of all classes was but \$373,803. Of this issue, \$116,137 was issued by school districts, and the board is debarred by constitutional provision from purchasing this class of bonds. Of the re maining amount, a large proportion included municipal bonds, which are likewise barred

Immense Sums Lying Idle.

The following tabulated statement, taken The following tabulated statement, taken from the reports of the state treasurer, shows the amounts of idle money belonging to the permanent school fund uninvested on the 1st day of each month from August 1, 1891, until December 31, 1893; Month-1891. August September

November	384,313
	385,939
1892.	
January Pebruary	428,606
February	452,859
March	452,859
April	450,227
May	460,030
	469,784
July.	477,921
August	476,933
September	481.433
October	487,378
	490,398
	503,638
1893.	
January	509,599
February	594,857
March	627,604
	640,406
May	692,263
	725,772
	738,699
	743,459
	752.357
October	752,945
	779,354
	788,568
the second secon	

Becoming a crious Problem.

Within two months the payments into this fund, judging from the receipts of the past, will swell the amount of title maney belonging to the permanent school fend to a round \$1,000,000. The investment of so extraordinary a sum of idic money may well engage the serious attention of every mem-ber of the Board of Educational Lands and Funds. It is certain that the money cannot e invested in bonds at the present time, or in the near future. But one resource is open to the heard, and that is the outstanding general fund warrants of the state.

The tegislature of 1801 passed a law requiring the state treasurer to use any idle belonging to the permanent school fund in the purchase of general fund war-rants. The law will be found in section 3840 of Cobbey's statutes and it is as follows: When any state warrant issued in pursu-nace of an appropriation made by the legisla-ture and secured by the levy of a tax for its payment shall be presented to the state treas-urer for payment and there shall not be money in the proper fund to pay said warrant

SERIES FIVE JANUARY 5, 1894. THE BEE

COUPON.

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the state treasurer shall pay the amount due on said warrant from any funds in the state treasury belonging to the permanent school fund and shall hold said warrant as an invest-ment of said fund, etc.

Never Obeyed the Law. This law is a dead letter, as no protense has been made of following its provisions since its enactment. It became a law while J. E. Hill was state treasurer. He has given his reasons before a legislative committee for his refusal to oney the law. Summarized, his reasons are as follows: First, Because he had no authority to pur-

have said warrants without a direct order ron the Board of Educational Lands and Funds, directing him to purchase such war-rants as might be offered for sule by the holders thereof to the Board of Educational holders thereof to the Board of Educational Lands and Funds.
Second, Recause state warrants were held at a premium and no warrants were offered for saie by the Lolders thereof to said board; and, because a warrant presented for payment when there was no money in the fund against which it was drawn, was the property of the holder, and it was optional with him whother he would sell it or not, at I be could not be compelled to accorpt payment from any

whother he would sell it or not, at 1 he could not be compelled to accept payment from any fund except that against which it was drawn.

Third, Because the appropriation made by the legislature of 1e91 exceeded the maxlosum tax levy permitted by law, and therefore the warrants were not secured by a levy within the meaning of section 9 of article vill of the constitution, providing for the investment of the permanent school fund.

Now a March Now a Matter of Controversy,

Without here discussing the reasons advanced by Treasurer Hill for the nonenforcement of the law above quoted, it remains to be said that the law has been ignored by the Board of Educational Lands and funds, or by the treasurer during the past year, when there was no question of the security of the warrants. On August I 1893, the state warrants were fully secured by a levy of taxes. From that date until e time during the month of December no effort was made to come to an agreement over the controversy between the treasurer and the Board of Ed-ucational Lands and Funds. Then a meeting of the board was held and the matter discussed. It seems that while the legislature was in session Treasurer Bartley paid legislative warrants to the members to the extent of nearly \$100,000. These warrants have remained in his varilt for nearly a year. In December, at the meeting of the board, he offered these warrants for sale to the permanent school fund This brought about a discussion, in which Governor Crounse and other members of the board took the grounds that under the law the treasurer needed no direction nor co-operation of the Board of Educational Lands and Funds in the purchase of warrants, but that he was require by the law to make the purchases himself. Upon the other hand the treasurer asserted that under the constitutional provisions the permanent school fund could only be invested by the Board of Educational Lands and Funds. As no agree ment was reached the board adjourned, with the understanding that a friendly suit would be brought to test the law. Although nearly a month has clapsed the friendly suit has yet been arranged, but it is promised within a short time.

Treasurer Bartley's Position. To the representative of Tue Bee State Treasurer Bartley has expressed himself quite freely in regard to the law. He in-sists that he is ready to invest the school fund in warrants under the direction of the Board of Educational Lands and Funds. He insists further that he would be held liable upon his bonds if he presumed to use the noney for the purchase of warrants upon his own responsibility.

The state treasurer states that he has

made a further proposition to the board. He is willing to assume the responsibility of purchasing warrants with the school fund, provided that the Board of Educational Lands and Funds at its semi-monthly meetings will purchase them from him and thus legalize, in his own eyes at least, the pur-chase. Governor Crounse has objected to this proposal as being illegal, or at least inexpedient.
Thus the matter remains at the present

writing, but while the controversy is drag-ging itself slowly along, the permanent school fund is climbing up to the \$1,000,000 mark, and the general warrants to the extent of nearly another; 1,000,000 are drawing interest at the rate of 7 per cent per

. HAD A GOOD RECORD.

James Allen, Who Suicked Christmas in

the Black Hills, Well Known. SIOUX FALLS, S. D., Jan. 4 .- | Special to THE BEE.]-James M. Allen, who committed suicide in the Black Hills Christmas day, was the first postmaster in this city; he was the first register of deeds of Minnehaha county; was clerk of the United States district court, Second district at Yankton, house clerk in the first two legislatures, charter member of the first Masonic loage in Dakota, and was in the battle of White Stone Hills under General Sully in 1863. Allen went to the Black Hills in 1877, where he has resided since. He wrote out a biographical sketch before he ended his life and sent it to Hon. Chauncey Wood of Rapid City. He also wrote that the reason Rapid City. He also wrote that the reason for his last act was because his life was profitless.

The South Dakota divorce colony has now a prominent member in the person of Robert Morrison Brown, who is managing director of the Chinese Mining and Engineering company of Kipling, China. His case is being tried at Brookings, where his wife, Mrs. Agnes Cordon Brown, who resides in Sun Francisco, Cal., is hotly con-testing the case. The plaintiff alleges descrition and habitual drunkenness, but the wife has answered, denying the charges, and asks that a divorce be not granted. The trial of the case is likely to develop some sensational features. Brown has been living in Sioux Falls for the past six months.

Trial of a South Dakota Postmaster. Hor Sparks, S. D., Jan. 4. - [Special Telegram to THE BEE. |- B. W. Soper, under arrest on the charge of setting fire to the postoffice building at Fairburn, S. D., had his preliminary hearing at this place today. He was discharged.

PASSED A DIVIDEND.

One of Colorado's Richest Silver Mines No Longer Profitable.

COLORADO SPRINGS, Colo., Jan. 4.-A sensation was caused today at the annual meeting of the Mollie Gibson Mining company by the announcement of the suspension of divi deads. As a consequence the stock stumped from \$1.45 a share to \$1.20 in less than thirty minutes, and continued to decline until the close of the local exchange, when it was quoted at \$1.10.

The Mollie Gibson is located at Aspen and is, without doubt, the richest, as well as the most wonderful silver mine in all the west. In 1890 the stock of this company was kicked around the streets of Denver, with no purchasers at 30 cents a share. Soon after this a rich vein of mineral was found, and in April, 1801, the company paid a dividend of \$50,000 on the capital stock of \$1,000,000. From this time the stock rapidly advanced in price until at one time it was quoted at \$11.50 per share. In June, 1891, the dividends were increased to \$150,000 per month, and up to De-cember 15, 1893, \$3,930,000 in dividends had

All development work was stopped on the mine in July, when the decline in the price of silver came. At that time the company had in its reserve fund \$50,000. It has since tail out in dividends and for labor and new 000,000\$ aumus letter to the stockholders Presi-

In his letter to the stockholders Presi-dent J. J. Haggerman says: "The shaft is now down to the tenth level, 770 feet from the surface. The mine contains as rich ore as ever, and in as great quantity, but the managers thought it advisable to discon-tinue all work and the payment of further dividends until the future prospects of silver had been definitely settled."

Mrs. Lease Hook Her Place. Tereka, Kan., Jan. 4.—Mrs. Mary E. Lease has filed quo warranto proceedings in the supreme court against Mr. Freeborn, appointed by Governor Lewelling as her successor on the state Board of Charities.
Freeborn has been ousted temporarily and
Mrs. Lease holds her place on the Board of Charities till the final hearing of the case in

Appointed to the Board of Pardons. TOPEKA, Jru. 4 .- J. W. Labourne of Osage county has been appointed a member of the State Board of Partions, vice MacDenald,

MAY RECLAIM THE GULF LINE

Facts Which Indicate that Segregation Sen-

timent May Soon React.

RAILROAD WHEEL OF FORTUNE TURNING

Chance that the Denver & Gulf, in Default of Its Interest Payments, May Re-Again Made a Part of the Overland System.

The segregation of the great system of rails known to the western half of the American continent as the Union Pacific is not so near likely to occur as had been pre dicted a month ago. Factors of vital import have arisen to change the chaptic condition of affairs considerably in the past fortnight, and there is a more general feeling prevalent among the higher officials of the road that the Union Pacific will be able to gain pos session of the Union Pacific, Denver & Gulf in the very near future, notwithstanding Judge Hailett's decision in favor of ex-Gov-ernor John Evans of Colorado and those connected with him in attempting to dismember the great system.

Foreclosure Talk. It is a well known fact that Receiver & Crumbull of the Union Pacific, Denver & Gulf has not asked that the interest on the consolidated bonds due in December and January be paid, and in consequence the tank of foreclosure becomes of startling sig-nificance at this time, in view of the position the stockholders have taken looking toward united instead of a segregated system.

The Colorado Central Rulway company has an outstanding first mortgage indeptedness of \$4,788,000, of which \$4,522,000 is owned by the Union Pacific Railway company. These bonds, which draw 7 per cent nterest, are a first mortgage on the lines of the Colorado Central that west into the consolidation by which the Union Pacine, Denver & Gulf was formed, embracing the line between Julesburg and La Salle, a distance of 151 miles, which forms a part of the Short Line to Denver and also includes the narrow gauge lines to Georgetown and Cen tral City, probably the most valuable of the ocal lines in Colorado.

The Union Pacific. Denver & Gulf after consolidation issued under its consolidated first mortgage bonds to the amount of \$15. 714,000 of which the Union Pacific owns \$7,189,000, these bonds drawing 5 per cent interest. Taking these figures as true, which appear in the annual reports, it is found that the interest on the combined bonds is, in round numbers, \$1.500,000 divided as follows: On the consolidated bonds, \$800,000; Colorado Central bonds, \$350,000, which represent the fixed charges the Union Pacific which repre-Denver & Guif is compelled to pay on first mortgage obligations above its operating expenses.

Earnings Inadequate.

An examination of the annual reports of the road show that in 1891 the Union Pacific, Denver & Gulf failed to earn enough money o meet its interest account by \$466,089.24. and for 1892 failed to earn its interest charges by \$379,451.90. These amounts were made up to the Gulf company by the Union Pacific company under a traffic agreement which attorneys seem to concede is not now binding on the receivers of the Union Pa cific company, and which in consequence renoves a source of great revenue from the Gulf people.

During the years of the continuance of the traffic agreement the Union Pacific, Denver & Gulf on all joint business with the Union Pacific company received a division of rates arrived at by giving the Gulf company a constructive mileage of three miles to one. that is to say, the haul from Council Bluffs to Denver is 572 miles, the Union Pacific mileage being 421 and the Gulf 151. A joint rate, say of \$100, would be divided by taking the Union Pacific mileage 421 as against three times the Gulf's mileage of 453; the Gulf people in this way receiving about 55 per cent of the rate on an actual distance of 151 miles. With this traffic agreement cancelled, as now seems more than likely. Re-ceiver Trumbull will be confronted with a problem that has bothered the wise heads for generations, how to get blood out of a turnip. The segregated road has never been a money getter, and if the June interest is de faulted, foreclosure is inevitable, and should he road be forced to a sale the Union Pasific will undoubted!y come into its own, for the majority of the bondholders are in pathy with a united system of rails stretch-

ing from Omana to the Pacific ocean. About Union Pacific headquarters there is a more contented feeling than has been dia cernible for several weeks past, and the of-ficials will patiently bide their time, willing to give Mr. Trumbull all the latitude pos ible to realize his interest charges above the operating expenses.

TRUMBULL IS BUSY.

Not Alarmed at the Latest Phuse of the Union Pacific Trouble.

Pueblo, Colo., Jan. 4 .- [Special Telegram o The Bee. |- Receiver Trumbull of the Union Pacific, Denver & Gulf rathroad was tonight shown an Associated press dispatch from Omaha, stating that he had not asked that the interest on the consolidated bonds due in December and January be paid, and in consequeace the talk of foreclosure becomes of startling significance at this time, in view of the position the stockholders have taken looking toward a united instead of a segregated system.
Mr. Trumbull said that though, as stated, he

has not asked that the interest be paid, the conclusion drawn is not correct since his inaction in this regard is the result merely of the pressure of matters in the operating de-partment which have required immediate attention and that it was of no significance.
W. A. Deuel, general superintendent of the Gulf division, who is here with Mr. Trumbull on a trip of inspection, announced tonight that he will remain with the Union Pacific as general superintendent with head-

Says it Flavors of Dishonesty. DENVER, Jan. 4.-Ex-Governor John Evans, when shown tonight the Associated press dispatch from Omaha regarding the Gulf system's finances, said;

"The idea of the Union Pacific attempting to foreclose on the Gulf on account of its own failure to pay the coupons it contracted to pay, most certainly smacks of dishonesty. The contract to pay these bonds is in effect, as sure as it exists, and we will show them so when the courts get hold of the matter. We will not only earn our fixed charges, but much more when we regain that immense volume of business which the Union Pacific admits in open court it diverted from our

Railway Employes in Session. CHICAGO, Jan. 4 .- A special meeting of the executive officers of the various brotherhoods of railway employes was held here today. Delegations from the conductors order and members of the switchmen, fire ien, engineers, telegraphers, and trainmen brotherhoods were in attendance. Labor egislation and the injunction against the Northern Pacific employes were discussed.

Will nelp Out Colorado. DENVER, Jan. 4 .- On Monday a new joint eastbound freight tariff goes into effect. There are about fifty changes in the rates ranging from 15 to 20 per cent. The reduction will permit Colorado products to enter into competition with the east for the trade in the Missouri and Mississippi valleys

Reading Loan Extended. NEW YORK, Jan. 4,-The Reading \$2,500,000 oan has been renewed by Speyer & Co. for three months on the terms proposed when it was originally extended in October, which called for the giving of \$250,000 addition security of collateral trust bonds and the payment of the three months interest due. Will Consolidate.

SPHINGEIELD, III., Jan. 4 -Articles of consolidation of the stock, property, etc., of the Ohio & Mississippi River with the Baltimore & Ohio Railroad company, the consolidation to be known as the Baltimore & Southwestorn railway, were filed today with the secre-

Isn't Coming to Omsha. Philadelphia, Jan. 4.—The report that western company, which was chartered the Peningylvania intends extending its sys-PHILADELPHIA, Jan. 4.—The report that

tem to Omaha is characterized by Second Vice President Green as absurd, it being the settled policy of the company not to build or acquire any lines west of the Mississippl

WESTERN RAIDROAD MAGNATES.

Badly Demoralized Rates May Be Restored After Difficult Work. Cmcago, Jan. 4. - [Special Telegram to THE BEE |- The Great Northern hotel was thronged with big railroad officials today. The conference of transcontinental lines for the discussion of the demoralized passenger rate situation, which has so long worked havoe in the financial statements of the different roads occupying that vast territory, was opened with a full representation, including the Canadian Pacific.

cluding the Canadian Pacific.

E. L. Lomax of Omaha, general passenger agent of the Union Pacific, was honored with the chairmagship of the important meeting. The meeting adjourned this evening, after the first survey of the situation had been discussed in a friendly manner without any formal step having been taken toward an agreement. Chairman Laway. toward an agreement. Chairman Lomax said afterward that the policy would be to move slowly, and he predicted that the conference would last a week. He also ex-pressed the opinion that a satisfactory agreement would be reached before the final

Position of the Disturbing Element. The Canadian Pacific, which is regarded as the disturbing element in the tranconti; nental field, is represented by General Pas-senger Agent McNicholl of Montreal. Thus far in the meeting, however, it has not stated the concession it requires to induce it to come into harmonious working relations with the other lines. The Canadian Pacific is demanding a differential, and some of the other lines are trying to persuade it to agree to a uniform rate from St. Paul and Missouri river gateways to San Francisco, and to apply its differential via of its water route from Vancouver, but this proposal will hardly be acceptable.

The other lines do not feel that the Canadian road is entitled to a rail differential be-cause it is practically out of the competing territory. The Canadian Pacific has now a \$20 differential in effect from St. Paul to North Pacific coast points on first-class limited tickets, and a \$5 differential on secondclass tickets.

Where Barmony Lies.

It would be satisfied with a \$16 differ ential if the rate from St. Paul to Portland were no higher than the rate from Missouri river to California points. Just at present the St. Paul-Portland rate by the lines is higher than the Mississippi river California rate. These rates will un doubtedly be harmonized if any agreement

The Southern Pacific wants concessions from the Western Passenger association roads, and in return for these the Western Passenger association roads want con-cessions from the Southern Pacific. If the Canadian Pacific's demand for a differential be entertained the Alton will put in a claim for one for its new southern through route, by which the time is twenty-four hours longer to Portland than the Canadian Pa-

Signal for More War.

The failure of the conference to reach an agreement on these perplexing questions will in all probability be the signal for the old war to break out with renewed vigor. The following are the lines represented in the conference: Great Northern Northern Pacific, Union Pacific, Southern Pacific, Missouri Pacific, Texas Pacific, Canadian Pacific, Burlington, Rock Island, Santa Fe, Rio Grande and Rio Grande Western. The meeting adjourned to 10 o'clock tomorrow. Named a New Agent.

Cuicago, Jan. 4. Mr. Pratt, head of the Western Passenger Emigrant Clearing association in New York, was today practically made general agent of the association. The proposition was unanimously approved by all lines represented at today's meeting of all lines represented at today's meeting of the association, but Mr. Pratt's title will not be confirmed until one line, not at the meeting today is given an opportunity to vote. All other business at the meeting was

of a routine nature.

Chairman Midgley of the Western Freight association declared today that freight rates will not go up on January 6, and that the Soo Pacific would, by next Monday at the outside, abandon its 25 cent rate from Minneapolis to the scaboard. A proposition to onl the Minneapolis business is being eidered by the Western Freight association

Mayor Hopkins has taken up the fight for the abolishment of grade crossings and de-clares that tracks inside the city must be Health Commissioner Reynolds has submitted a report in which he declares that if all the roads will adopt the same block system as the Erie there will be no necessity for elevating the tracks. According to Commissioner Reynolds this line carried 328,000 passengers into Chicago last year and did not injure any of them.

CONDITION OF THE ATCHISON.

Statement Made by Receivers Reinhart and McCook. NEW YORK, Jan. 4 .- The following official statement is issued by the receivers of the Atchison, Topeka & Santa Fe Railroad com-Dany:

Despatches indicate some English newspapers have given currency recently to statements telegraphed from Chicago and purporting to have been made by George Peck, the general solicitor of the Atchison system, and Mr. Wilson, recently appointed one of the receivers of the property of the company. In these alleged exextracts from interviews these gentlemen are reported as saying the Atchison was known to be insolvent as early as last August and legal papers were drawn in anticipation of a receivership. Both these gentlemen declare the alleged statements attributed to them are false and without foundation. The financial condition of the company was clearly and accurately given in the statement of the directors issued December 23, showing that its western accounts were normal. The condition of the system, including the St. Louis and San Francisco, Atlantic & Pacific, Colorado Midland and all other auxiliary companies, is as given in the directors' statement of December 23, which shows total decand and time loans and notes with collateral due from December 1893 to June 1894, 26, 200 door. and time loans and notes with collateral du-from December 1893 to June 1894, \$6,300,000 and total coupon interest and other ligations due January 1, \$3,900,000.

Still in Good Shape.

Since the appointment of receivers the loans have been continued and the collateral held intact for the company. This practically leaves the Atchison company, for itself and all its auxiliaries, in addition to the floating debt above stated, owing but \$3,900,000, being the aggregate amount of interest due January 1, 1894.

"Upon the return of President Reinhart from Europe he was confident of the ability of the company to pay its interest on January 1. the company to pay its interest on January 1 and gave expression to this belief without hes-itation. The condition of the negotiations itation. The condition of the negotiations was such that he saw no reason to change his views nutil the afternoon of Monday, the 18th views until the afternoon of Monday, the 1sth day of December, when it became known to the officers of the joint pany that Chairman Magoun could not, possibly survive more than a few days. This fact added many complications to the situation, and upon the same day, from advices received from abroad, Mr. Reinhart became satisfied the company could not raise the money necessary to pass the 1st of January.

Determined to Ask for Receivers.

Determined to Ask for Receivers.

A meeting of the directors was convened, and it was determined to be their duty to take steps as might best conserve the interests of the company, its stockholders, bondholders and creditors and to prevent the disintegration of the system, and not to oppose the appointment of receivers if asked for by those whose interests it would be to preserve and protect the property as a whole. It was then Monday, December 18, when the officers of the company becames satisfied the receivership was necessary to protect the interests of the road. On the afternoon of the following day, December 19, counsel representing the Atchison and the St. Louis & San Francisco and the counsel of the trust companies, trustees of mortgages covering all the properties of the raitroad companies, began the preparation of the necessary papers, which were completed on Thursday, December 21, on which day counsel left for the west to submit the papers to Judge (aldwell at Little Rock, Prior to Tuesday no suggestions were made nor papers drawn up, or steps of any kind taken toward the appointment of receivers. on, or steps of any kind taken pointment of receivers.

Inder ordinary circumstances it would not be important to state these facts, but the misrepresentations which have been cabled render at desirable that the facts should be stated and known.

J. W. REINHART, J. J. McCook.

Will Be Sold Today. KANSAS CITY, Jan. 4.-The sale of the Kansas City, Wyandotte & Northwestern allway is set for tomorrow morning at 11 'clock. It is probable that the road will be purchased by the Kansas City & Northit will be operated in the future as a Gould line, and in connection with the Missouri

It is said that one of the important developments to follow immediately after the purchase will be the building of a tweive-mile extension of the old Carbondale branch from Carbon Hill to Osage City. By this improvement the Missouri Pacific company's main line through Kansas to Denver, which is now 760 miles, would be shortened forty-seven miles by running its trains out over the Northwestern to Tonganoxie, and thence over the Carbondale branch from Tonganoxie to Osage City.

TOOK CHARGE OF THE ROAD.

Atlantic & Pacific Now Being Managed by Receivers.

ALBUQUERQUE, N. M., Jan. 4. - Judge Needham C. Collier, associate justice of the supreme court, today placed the Atlantic & Pacific in the hands of Joseph W. Reinhart. John J. McCook and Joseph W. Wilson as receivers, on a suit brought by the Mercantile Trust company of New York. The plaintiff was represented by W. B. Childers of this city and W. W. Green, of Alexander & reen, of New York. General Counsel N. Sturry appeared for the Atlantic & Pa cific. The bill alleges that \$5,550,000 of second mortgage bonds are now due, with interest at 6 per cent, and \$165,000 interest due March 1 is unpaid. The floating indebted-ness is \$15,000. The court orders the receivers to file

onds of \$25,000 each, and authorizes them to operate the road and take possession of all property. This action was not altogether unexpected. "The appointment as receivers of the present Santa Fe receivers," the Democrat will say tomorrow, "is generally commended. It will tend to the best results and preserve the integrity of the system.'

Could Not Pay the Interest. Sr. Louis, Jan. 4.-It was learned here today that the Louisville, Evansville & St. Louis Consolidated railroad has so far been unable to pay the January interest coupons on its 5 per cent first mortgage bonds. The been unable to meet it. Over forty of the bonds in question are owned in St. Louis. It is stated that the road has half the amount essary and may be able to make arrangements for acferred payments.

Receiver o. the Ohio Valley. Indianapolis, Jan. 4 .- John McLeod has ust been appointed receiver for the Ohio Valley railway by Judge Baker of the United States court on petitions of W. H. Browns Sons and others. These proceedings are auxiliary to the action of the Kentucky fed-

Receivers Take Charge INDIANAPOLIS, Jan. 4.-Judge Wood has appointed F. O. Hopkins and James H. Wilson receivers for the Louisville, Evansville & St. Louis Consolidated Railway company. The line is 260 miles long and was lately controlled by the D. J. Mackay syndicate.

Rallway Notes. F. A. Nash, general agent of the Milwau-kee, returned from Chicago yesterday. W. B. Doddridge, general manager of Missouri Pacific, will arrive in Omaha this

F. J. Clarke, traveling live stock agent of the Northwestern, with headquarters at Denver, is in Omaha. Messrs, George H. Crosby of the Burlington and R. R. Ritchie of the Northwestern

are laid up with la grippe. C. A. Goodnow, superintendent, and G. R. Morrison, assistant superintendent of the Milwaukee, were in the city yesterday. General Agent Nash of the Milwaukee speaking of the new depot scheme, said that it was a most commendable object and should have the support of the people. "Of course the Milwaukee will occupy the depot if the other eastern lines decide to structure. The !ocation is excellent and ought to meet with hearty encouragement.'

UNDER THE WHEELS.

Street Car Accident Causes the Death of Little James Peabody. An accident occurred at 5 o'clock yesterday afternoon in front of Kirscht & Duerr's

wholesale house on Tenth street. James Peabody, son of Dr. John D. Peabody, a bright little lad 10 years ofage, was crushed to death under the wheels of a northbound cable car. In company with two other boys he had boarded the train and when Conductor Gilquist approached the front platform of the trailer on which the boys stood, all three jumped off, but young Peabody was caught and drawn under the car, both wheels of which passed over his head.

The accident was not no iced by the con-ductor, but a jur to the car led him to suspect that something was wrong. He signaled the gripman to stop and, looking back, he saw the body of the boy lying on the track. He died before those nearest to

the spot could reach him. The remains were taken to Stephenson's barn and Coroner Maul notified of the occurrence. On his arrival the body was conveyed to the morgue, where shortly after 6 o'clock Dr. Peabody, sr identified it as that of his grandson Later on it was taken to the father's resi dence at 1714 Douglas street. Coroner Maul stated last night that he was undecided whether to hold an inquest, as Dr. Peabody, seemed satisfied that it was purely an

MUST HANG TODAY.

Phil Evans, the Bardstown, Ky., Flend Awaiting His Fate,

Bardstown, Ky., Jan. 4.—Down-hearted and with a forsaken look on his face Phil Evans lies in his cell this morning waiting until tomorrow at 1 p. m., when he will be taken from jail by Sheriff Pence and hanged. Evans' careless manner and indifference are now things of the past. Before he is summoned to the highest tribunal for trial it is thought he will make a clean breast of the whole matter and not go to his doom. like so many other criminals, with a lie upon his lips. Evans is fully re-pentant and seems to be really sincere in his preparations for death. Father O'Connell, his spiritual adviser, visits him frequently and speaks words of comfort to the con-demned man. During Father O'Connell's stay of twelve years in this city two colored men have been hanged, and it has fallen to his lot as a priest to attend both.

Evans has has given up all hope of escap-ing from death. The death watch walks before his cell and he is not given any opportunity to even try to escape. Lizzle Evans, wife of the condemned man came from her home in Louisville on the 11 o'clock train today and visited him. appeared to be greatly affected.

MYSTERIOUS MADELINE.

Her Movements Causing Congressman Breckinridge Much Uncasiness. Lexington, Ky., Jan. 4.—The mysterious novements of Miss Madeline Pollard since leaving Cincinnati are greatly perplexing Colonel Breckinridge and his friends here. A woman answering the description of Miss Pollard arrived over the Louisville Southern last night, but no trace can be found of her today. It is important to Colonel Breckin ridge and his friends to know what Miss Pollard wants in this city, and her move-ments are causing them no little uneasiness.

PUEBLO, Colo., Jan. 4.—The time given the teel workers at Bessemer to sign the new scale expired tonight. The management claims that a large number had signed, but the men say that very few have done so. The probability is that some of the men have juletly signed Superintendent Robinson says that at all events the works will resume between the 22d and the 25th of this month.

Beet Sugar Factory. Advices were received in Omaha yesterday that Count Lubienski would arrive here on the 20th inst. with an engineer and select a proposed site for the beet sugar factory. He reports en-couraging progress in organizing capital for the venture and will erect a plant with a capacity exceeding the figures in the

FOR PURIFYING THE TURF

High Aim Which a Proposed Association of Horse Owners Has in View.

IMPORTANT MEETING HELD IN NEW YORK

James R. Keene Explains to the Magnates of the Racing World the Plan He and His Associates Have Been Maturing.

New York, Jan. 4.-If a sport had entered

he Hoffman house this afternoon he would bave imagined himself to be in the betting ring on a Brooklyn handicap day. The sporting element was well represented. In one corner were Dick Croker, Phil Dwyer and Dr. Knapp in close conversation, while "Snapper" Garrison, "Pittsburg Phil" and veteran Billy Howard held an animated conversation in another corner, and a few feet away from them Charles Reed, the well known sportsman and horseman, kept a coterie of horsey individuals in continual laughter by his jokes. This sporting element was brought together by the advertised intention of the Horse Owners association, or, rather, the new American Jockey club, which sprung about two weeks ago into what promises to be a standard organization. Committees from the board of control and from the horse owners have been in consultation for the past week with the object in view of making the new American Turf association an exemplary association. Several meetings have taken place, and the sporting world and that which pertains thereto, anxiously awaited the outcome of the committee's consultations.

Big Guns in Consultation.

Shortly after 5 o'clock the committee of three, comprising Messrs James R. Keene, J. O. Donner and Perry Belmont, took the elevator to the meeting hall on the second floor of the Hoffman house. They sented the Horse Owners association interviews had with a reporter. The horse owners who were awaiting the statement The horse which they had to make were: P. J. Dwyer, J. A. Galway, A. L. Walcott and John Hunter. They met behind closed doors, where they were closeted for fully half an hour, during which time the sporting element which has been described above was anxiously awaiting the word that the

'game'' was open. When the public meeting was called to order J. R. Keene, chairman, opened the proceedings by reading the report of the sub-committee. The report as read informed those present that the committee appointed at a meeting of horsemen. December 18 had decided on a scheme of organization of horse owners. The committee, after having conferred twice with the board of control committee of three and with race track owners and officials, suggested that the desired result could only be accomplished by enlarging the board of control. For that object the committee deemed it desirable form a new jockey club, which should be limited to fifty members.

Jim Keene Explains

As soon as Mr. Keene had read this report As soon as Mr. Recent that read this report he told those present the object of the proposed jockey club was to purify the turf Among other things he said: "We have come to the opionion that some scheme of turf reform was badly needed, and the for mation of a jockey club will be the sures method of success. We want it distinctly understood that our idea is to give th same opportunity of success on the turf to the humblest man as well as to the wealthiest. I am willing to resign from this committee, as I did, if I may call it resignation in my declining to accept a similar position, in the board of control some time ago. We do not want people to grumble at the way matters are transacted. We will endeavor to have every contest above suspicion and for the credit of the

Colonel Brewster, representing the Washington Park association of Chicago, asked if the intended jockey club was meant to cover the United States or only in part or only the

In answer Mr. Keene said: "I can assure my friends from the west that racing matters in the east, in fact in New York and New Jersey, will be important enough for us to consider or even try to govern. What we want to make and what the turf wants to have is tone and character, and without these two things the American turf will fail." Phil Dwyer's Remarks.

P. J. Dwyer was asked by the chairman to say something in reference to an increase in the stakes or purses offered at the local race track and in a brief way answered: "I am willing to do all in my power to for ward the interests of every person connected with the American turf. There is no racing association in this country that will give higher purses than I will. I will do every thing within my power and all I ask is to give us good people, no figureheads, but good vorkers.

Mr. Dwyer's remarks were loudly ap-plauded and then J. A. Galway said: In ref-erence to the remarks of our friend, Colonel Brewster, I think the sense of this meeting and the object it wishes to attain, will bear me out in the statement that when a person is ruled off any of the tracks which this club proposes to have under its control, or any forfeit due by a person to racing associations under its control, would be debarred by all other rac-ing associations throughout the United States. No one has done more recently than Colonel Brewster to collect forfeits and it may be news to some people here when I inform them that within a recent period he has sent to the eastern associations checks aggregating \$10,000, which he has collected from persons who owed forfelta."

Committee on Organization.

Mr. Keene put the following resolution: That this meeting constitute the gentlemen who have been named as the incorporators of this club, a committee with full power to continue the negotiations with the officials of the different associations and the board of control in order to complete the organization of a jockey club as proposed, and have power to call this meeting together whenever they need its advice and assistance.

It was adopted unanimously. The following is the committee named in the resoluing is the committee named in the resoluing is the committee named in the resolu-tion: J. H. Hunter, James R. Keene, James R. Kassett, August Belmont, Perry Bel-mont, Colonel W. P. Thompson, J. A. Gal-way, J. B. Haggin, P. Lordlard, Dr. G. L. Knapp, Gray Griswold, J. O. Donner, W. Jay and A. C. Monson

SPARRING FOR WIND.

Managers of the Duval Club Groping Around the King at Present. JACKSONVILLE, Jan. 4. - The "touts" here say the Daval Athletic club cannot be beaten. It now looks as though Manager Bowden and the other officials would go to almost any length to defeat Governor Mitenell's opposition. Tickets are still being sold for admission to the big ring, which undoubtedly will be completed whether or not the club can successfully carry out their end of the agreement right in that spot. According to the new plan, a train will be placed at the disposai of the club forty-eight hours previous to the fight and the same length of time after the contest has been scheduled to begin. The spectators be given the tip and hurried on the train which will carry them to the battle ground. Manager Bowden was asked tonight in regard to the truth of these rumors. He said: "Not a word of truth in them. If anything of the kind was thought of I should know it."

Some of the stories which have been going around today.conveyed the idea that the

Manager Bowden has written to Governor Mitchell in regard to the club's position in the matter. As yet he has received no answer. Charles Mitchell says he cannot forbeat making public his dissatisfaction at the manner in which he alleges Corbett signed the articles. He claims that Corbett signed last night through his manager. Billy Brady, and declares he will not abide by them un-

less the American champion signs them him-

club intended to put money on Corbett Manager Bowden, in that connection, said "I have heard of it but it is all false."

self. As a matter of fact, Corbett last night signed the articles personally

YESTERDAY'S DEAD.

Vincente Garcia Torres. CITY OF MEXICO, Jan. 4 .- Two leaders in Mexican affairs' died here 'yesterday-Vincente Garcia Torres, editor of the Daily Monitor Republicano, one of the most influential of President Diar's friends, and L L. Valioratin, one of the commission drafting the Mexican constitution of 1857 and ex-vice president of the republic.

Baron Crewe.

LONDON, Jan. 4.—Baron Crewe died yesterday evening. He was born August 10, 1812, and succeeded to the title in 1835. He was one of the few home rule members of the House of Lords.

Bishop of Bruges. Panis, Jan. 4.—Mgr. Faicet, bishop of Bruges, died today.

Etizabeth H. Peabody. Boston, Jan. 4.-The venerable Elizabeth H. Peabody of Jamaica Plains is dead. She was one of the advanced educators of the country and was directly concerned in the introduction of the kindergarten system in this country, and has been foremost in all educational reforms, especially in that of

the existing school system. She was born in Billerica, Mass., May 16, 1804. Senora Torres.

establishing new and important methods in

San Diego, Cal., Jan. 4.—News received from Hermosilo of the death of Senora Forres, mother of Governor Torres of Sonora

Isane Van Dusen. St. Paul, Jan. 4.—Isaac Van Dusen, a prominent railroad contractor and builder, has just died in this city, aged 77 years. In

1841 he built the first street railway in New

SUSPECTED SAFEBLOWERS.

Police Think They Have the Men Who Did the South Omaha Job.

Since the reported attempt to blow the safe in the B. & M. depot at South Omana, which occurred Wednesday night, members of the Omaha police force have been on the lookout for parties answering the description of two men who were seen near the depot on the night in question.

With the arrest of Thomas Bentley, James

Carroll, W. J. Armand, Thomas O'Dowd, E. C. Brandon and John Kelley, who were taken in custody by Detectives Savage. Dempsey and Dunn last night, it is believed he right parties are under lock and key All are slated as suspicious characters, and when searched one of the gang had a sixmeh tin tube about a quarter of an inch in diameter in his possession, such as is used by safeblowers for filling drilled holes with powder. When questioned as to their resi-dence they said their lodging place was at 704 South Thirteenth street.

The proprietor of the establishment being sent for, explained that the six men came there three or four nights ago. Wednesday night they registered as usual, but none of them occupied their lodgings until 6 o'clock the next morning. In explanation of their absence on this night they said they had done night work at the smelting works.

church, Seventeenth and Cass streets. Sub-ject: "Sanitary Progress."

E. K. Valentine of West Point is in the city.

Michael M. Dolphin of Kansas City, a member of the Order of Railway Teleg-

raphers, is at the Millard. B. P. Humphrey, traveling passenger agent of the Lake Shore & Michigan South-

Jule Walters of "Sidetracked," Charles H. Yale and wife of "The Devil's Auction," are among the theatrical people registered at the Millard. Mr. Thomas W. Ryley, manager of

company. Mr. Berrie Jarrett, in advance of Mr.

At the Mercer: James W. Lusk, Denver; C. W. Scott, Chicago; L. E. Ogden, Minne-apolis; R. L. Harmount, Loomis, Wash; Hon. Samuel Chapman, John A. Davies, Plattsmouth; C. H. Swallow and wife, Leigh, Neb.; Cornelius Kirk, Philadelphia; R. McDonald, W. L. Welsh, city; R. H. Townley, U. S. N.; J. D. Dalery, Beatrice; J. L. Baker, Hot Springs; J. W. Russell, Davenport; Ira B. Close, Chicago; R. M. de



needs. It lessens the pains and burdens of child-bearing, ensures healthy, vigorous off-spring and promotes an abundant secretion spring and promotes an abundant secretion of nourishment on the part of the mether.

It's an invigorating, restorative tonic, a soothing and strengthening nervine, and the only guaranteed remedy for woman's chronic ills and ailments. If it doesn't benefit or cure, in the case of every tired or afflicted woman, she'll have her money back.

On these terms, can anything else be "just as good" for you to buy i

as good" for you to buy ! You're offered \$500, or a cure of Catarrh, by the proprietors of Dr. Sage's Remedy.

AMUSEMENTS. BOYD'S FOUR MIGHTS OF GRAND SPECTABLE

BEGINNING JANUARY 4.

ATINEE SATURDAY. CHAS. H. YALE'S NEWEST "DEVIL'S AUCTION," ALL Scenery, Costumes, Company, NEW Fromleres, Coryphees, Ballets, Specialties, Foatures, Proporties, Paraphernalia, Idoas Situations, This year. The Council Chamber of Mephisto, ante Benedictice Vauls. The Land of the Pagodas. The Golden Realms of the Eagh. The Dazzing Transformation. The Advent of Spring.

l'Hallets, New this year, cofseats opens Welnesday at usual pricus. 15th STREET THEATRE Popular

CARLETON OPERA CO. TONIGHT, Bohemian Girl

ISTH STREET THEATER POPULAR

SUNDAY, JANUARY Y SIDE TRACKED

Wednesday-Matinees-Saturday. EDEN MUSEE

1515 DODGE STREET. WEEK OF JANUARY 1ST. THE ROOSTER STRING BAND 2-STAGES-2-SHOWS-2

ONE DIME. NO MORK

At Unity Church Tonight. Mr. A. J. Grover, assistant city engineer, will lecture this evening at the Unitarian

PEPSONAL-PARAGRAPHS.

Colonel E. S. Brooks of Denver is a Paxton patron. Harry Harmon, the leading jeweler os Afton, Ia., was in the city yesterday.

ern railway, is a guest at the Millard.

"Gloriana" company, is in the city. "Gloriana" will be presented at Boyd's Saturday night of next week by the original

Stuart Robson, is in the city arranging for the presentation of "A Comedy of Errors" at Boyd's Thursday and Friday nights of next week.



AS A SUPPORT for exhausted, nervous, overworked women nothing can do as much as Dr. Pierce's Favorite Prescription. It regu-lates and assists all the natural functions, never conflicts with them, and it strengthens and builds up the female system in way of its own. Nursing mothers and women approaching con-finement, will find it exactly fitted to their