Condition of the Union Pacific's Non-Paying Branches Set Forth.

HOW SOME OF THEM MAY BE HELPED

Recommendation that the Operation of Certain Ones Be Discontinued and that Several Contracts He Renounced-

were filed yesterday by Special Master in Chancery William D. Cornish in the office of the circuit court for the district of Nebraska, covering findings and recommendations in the matter of non-paying roads of the Union Pacific system and the report of the arch. special master upon the petition of the receivers naking to be relieved of the obligations under certain contracts.

Judge Cornish has had a mass of testi- sparsely settled, that the crop along the mony and countless exhibits to read and line during the season of 1893 was substantidigest in his office of special master, appointed by Judges Caldwell and Sanborn, to act as the intermediary for the court.

According to his instructions hearings upon the matter of non-paying roads were held in Omaha and New York, beginning August 15 road so long as in their judgment and continuing at variously adjourned dates at the places mentioned until a few days ago, when he finished taking testimony in the Grand Island cases. Upon the questions arising out of the petition of the receivers with reference to the Denver, Leadville & Gannison railway line the master reserves a report for further hearing. Upon other matters referred to him Judge Cornish re-

As to the Carbon Cut-Off Railway com pany, which has been operated by the re-ceivers in connection with other properties embraced in the receivership, the maste states that he has taken an account of the results of the operations of the road from October 13, 1893, to July 31, 1894, and finds that for such periods the gross earnings therefrom amounted to \$23,494.66, and that the operating expenses and taxes amounted to \$23,108.18, a net surplus of \$386.48. That during said period the property was oper-ated at a loss in October, 1893, March, April,

He further finds that by reason of the physical condition of the property and the necessity of making extensive repairs and betterments the further operation of the property upon the present basis of divisions of revenues will result in a final balance of

FAVORS CONTINUED OPERATION. He further finds that in the division of earnings upon the business interchanged between said Carbon Cut-Off railway lines and the other railway lines operat d by said re-ceivers that said Carbon Cut-Off railway has been allowed a company rate upon all freight belonging to or handled for said other rail-way lines of ½ cent per ton per mile, and in view of the condition of said property he recommends such allowance on company freight be so modified that said company be allowed and receive upon all such company freight % cent per ton per mile. He recommends that the receivers be allowed to con-tinue the operation of said railway in connection with the other parts of the system. As to the Brighton & Boulder branch he finds: That since the time when the Union Pacific, Denver & Gulf company's property was delivered over to Frank Trumbull, receiver, December 18, 1893, it has been operated by the receivers of the Usion Pacific in connection with other com-In an accounting which he has

made between October 13, 1893, and July 31, 1894 inclusive, the gross earnings of the property were \$28,884.73, the operating That during the period named the property was operated at a loss during each month except the months of October and November, 1893, and Januar 1894. In his recommendation he asks that the Brighton & Boulder branch be allowed a constructive mileage of one and one-fourth miles for each mile hauled on its lines as against straight mileage upon all other lines and that the receivers should require the same allowance in behalf of the Brighton & Boulder branch as against the Union Pacific Denver & Guif, and its receiver in business interchanged with the lines of said company. He recommends that the receivers lowed to continue the operation of the prop-

As to the Junction City & Fort Kearney railway company, he finds that from October 13, 1893, to July 31, 1894, the gross earnings operating expenses and taxes paid amounting to \$137,377.23, a net loss of \$42,055,42, whi has been borne and paid by the receivers of the Union Pacific system. That during said period the property was operated at a loss in each month except the months of Decemr, 1893, January, February and March, 4. He finds that modifications may justly made in the division of the revenues he made in the division of the re-derived from the interchanged busin between the Junction City & Fort Kearney railway and other lines embraced in the receivership, and recommends that the account of the operations be modified by increasing the allowance to the Junction City & Fort Kearney railway lines on commercial freight earnings on traffic from the Kansas division main line, Kansas City to Junction City as follows: From Junction City to Wakefield, the present percentage of 40 per cent to 48 per cent; Broughton to Lawrence-burg, from 52 per cent to 60 per cent; for stations north of Lawrenceburg from 65 per cent to 73 per cent, and that all other per-centages remain unchanged. He recommends the continued operation of the road

REPUBLICAN VALLEY LINE. In regard to the Omaha & Republican Valley, he finds: That between October 13, 1893, and July 31, 1894, the gross earnings were \$\$25,073.74, the operating expenses and 1887, \$2,256,010.31; 1888, \$2,632,389.99; 1889, taxes amounting to \$900,190.66, a net deficit of \$75,116.92. In order that the receivers may continue the operation of the road he recommends that the percentage of joint earnings allowed to the Omaha & Republican the Omaha & Republican Valley lines receive no freight, on account of which and to accure which the cars are sent, 5 cents per car per mile for freight cars and account of which and to accure which the cars are sent, 5 cents per car per mile for freight cars and to the controverse mile for freight cars and the reto secure which the cars are sent, 5 cents per car per mile for freight cars and 10 cents for passenger cars and for engines moving from one division to another a trackage charge of 25 cents per mile. That in such cases the customary mileage charged upon empty cars be waived by the other lines, on account of which the cars are that led.

CNIRACIS WITH IOWA ROADS.

As to the controversy with the Rock Island road, he recommends a continuance of the charge of 25 cents per mile. That in such cases the customary mileage charged upon empty cars be waived by the other lines, on account of which the cars are had been adopted, they have transacted business with the receivers and the company substantially in accordance.

pany earned from October 13, 1893, to July case it is recommended that the petition be 31, 1894, \$41,017.01, the operating expenses dismissed, and that in the dismissal it be and taxes amounting to \$52,621.04, a net made to appear that the receivers have never and taxes amounting to \$52,621.04, a net deficit of \$11,604.03. He thinks that modifications can be made in the division of revenues that will permit the continuance of the operation of the road by the receivers by an increase of the percentage of joint earnings from freight traffic interchanged with the Kansas division of the Union Pacific, but the receivers have never affirmatively ratified or adopted the contract between that road and the Union Pacific, but the receivers have never affirmatively ratified or adopted this contract as their connections of the Union Pacific, east of Salina, of 7 per cent, the receivers have never affirmatively ratified or adopted the contract of the uppear that the receivers have never affirmative never affirmatively ratified or adopted the contract is not contract.

ment of the hearing until such time as can by said contract. In this he asks that the be fixed by the master.

by said contract. In this he asks that the petition be dismissed without prejudice to

As to the Kansas Central Railway company, he finds that during the period mentioned the gross earnings were \$125,666.96, the oper-

of October, 1893, January, February, March and April, 1894. He finds that there are no modifications or adjustments of freight or passenger rates allowed to said line that can be made which would materially increase its revenues. As to the physical condition of the road, he says the surface, read bed, ditches and ties are in good condition, that the rails from Leavenworth to the seventy-third mile post are in great part second hand steel, being in fair condition; that the rail, other than steel rail, within said limits is iron, fifty or fifty-eight pounds to the yard, in fair condition, and that with ordinary repair it will continue reasonably safe for three or four years; that the rail on the line from or four years; that the rall on the line from the seventy-third mile post to Garrison Crossing, a distance of forty-four miles, with the Two reports of the utmost importance to the interests of the Union Pacific system

The interests of the Union P

The country through which the road passes and from which it derives its business is between Soldier and Garrison crossing ally lost through drouth and that for 1894 the crop along the entire line has been very light for the same reason and that prospect of a paying business for the immediate future is not promising. He recommends that the receivers be allowed to operate the operate the same safely and with benefit to the property and that they be allowed to make such repairs and betterments as will keep the same in safe condition, and that they be allowed to advance and charge out of the moneys of the Union Pacific such sums as may be necessary to meet the de-

ficits arising out of its operation. MODIFICATIONS SUGGESTED. In relation to the Kansas City & Omaha Railway company he finds that between the gross earnings, the operating expenses and taxes there is a net deficit of \$40,851.40 and that for nearly all the months the property has been operated at a loss. In order to con tinue the operation of the road he recommends that a proper charge be made upon the St. Joseph & Grand Island Railroad company, the Omaha & Republican Valley Railroad company and the Union Pacific Railway ompany, severally, in the following propotions: Sixty-eight per cent on the St. Joseph & Grand Island, 14 per cent on the Omaha May and July, 1894, and was operated at a & Grand Island, 14 per cent on the Omaha profit during the months of November and & Republican Valley, 18 per cent upon the December, 1893, January, February and June, Union Pacific. He recommends that the receivers be allowed to make such modifications in the division of revenues and of the rout-

loss.

He further finds that should the operation of said property by said receivers result in a deficiency of earnings over operating expenses and taxes the same will constitut a just and proper charge upon the property of the Union Pacific Railway company, and should be borne and paid by said receivers out of the revenues derived by thom from the operation of the property of said last named company, and that the same should be charged against said property and the charged against said property and the consideration.

be charged against said property and further consideration.

revenues in a manner later stated.

In conclusion the master says that all deficits reported upon and which are found to be a proper charge upon the Union Pacific and the revenues derived from the operation of the lines mentioned be charged by said receivers upon said property as part of the expenses, and that the aggregate of the same be apportioned and charged as follows: The main line extending from Council Bluffs, Ia., to five miles west of Ogden, Utah, ,043.01 miles; the Kansas division, extending from Kansas City to Denver, 643.55 miles; the Leavenworth branch, extending from Leavenworth to Lawrence, Kan., 31.93 miles, and the Cheyenne division, extending

from Chevenne to Denver, 104.10 miles.

He states that the burden for operating these non-paying roads has been placed upon the whole line of the Unon Pacific Railway company, for the reason that it is one entire property, and that it has been distributed upon the several divisions of the said line apon the basis of mileage, for the reason than such divisions are subject to separate mortgage liens, some of which are now being benefits to the several divisions from interchanged business.

### AS TO CONTRACTS.

The Special Master's Recommendations or Obligations of the Union Pacific.

In relation to the petition of the retracts, Judge Cornish finds that there arose between the receivers and the Northern Pacific Railway company some controversies and that the issues involve the rights and relations of the several parties in the entire property of the Montana Union Railway company. On these he asks that an order be made, allowing a continuance for further earing

Continuing this report, the special master sets out that since the filing of the petition the property of the Oregon Railway and Navigation company has passed from control of the receivers and into the control of E. McNeill, as receiver, in a suit instituted to for close a mortgage. In this case the special master recommends an adjournment be made and a further hearing be granted. He finds that on May 18, 1889, the Chicago, St. Paul, Minneapolis & Omaha Railway ompany entered into an agreement with the Republican Valley Railway company to operate trains over the line from Norfolk to Covington at a rental of 3 per cent per arrum on \$1,067,700 and one-half of all taxes evied, to be determined on a wheelage basis He finds that the Omaha & St. Paul road was to furnish terminal facilities at Sioux City for the Omaha & Republican Valle road. This contract was to run for twenty-five years, from October 18, 1889. In summing up on this feature of the case the special master recommends that an order be made that the contracts be not binding and that the receivers be not required to perform the conditions of the same, and that they be relieved from all obligations of the Omaha & Republican Valley Railway company thereunder.

Upon the questions of rentals payable by the Oregon Short Line Railway company and its successor, the Oregon Short Line & \$2,319,773.97; 1890, \$2,697,526.57; 1891, \$2,852,994.89; 1892, \$2,886,369.63, and during 1893, had the contracts been observed through the year, would have been \$2,856,270. ing each year the income demand by the Valley railway between points on the main Oregon Short Line and its successors has division of the Union Pacific east of Valley been less than the rental. He finds that the and points west of Valparaiso and south of receivers have not ratified the contracts and Lincoln be increased from 73 per cent to 80 that they have declined to renew them. As a per cent, and that the read be allowed for conclusion, Mr. Cornish finds that the re-

The Salina & Southwestern Railway com- with the terms of the agreement. In this

making the percentage 47 per cent instead of tract. He finds that said contract as their contact is not an agreement so far executory in its char-In relation to the Denver, Leadville & Acter as that the receivers cannot refuse to Gunnison a stipulation has been made with perform the same on behalf of the property of the counsel for the receivers for an adjournth the Union Pacific Railway company, affected

the receivers. Regarding the matters between the Kear the gross earnings were \$125,666.96, the operating expenses and taxes being \$159,432.30, and at a profit for the months and imposes a burden upon the Responsibilities to the Poor."

A Black Hills Rallway company and the Company and the Union Pacific, the master finds that there is an agreement which is in effect a in charge of the department of applied economics, and Mrs. Peatite, the chairman of November, December, 1893. May, June and July, 1894, and at a profit for the months Union Pacific to pay over, monthly, to the Responsibilities to the Poor."

adopted the contract as their contract, and that the Union Pacific company ought not to be compelled to perform the conditions and obligations of the contract, and that the contract ought not to be enforced against the receivers. Hence it is recommended that an order be made that the receivers be not required to perform the conditions of the contract, and that they be authorized to operate this property without regard to

conditions of the contract. It is found that in the operation of the several properties by the receivers, the al-lowance and division of earnings as made are fair and equitable as between the Oregon Short Line and Utah Northern Rallway co pany and the Union Pacific. It is also found that the revenues derived from the Short Line from all sources are insufficient to pay the charges specified in the contracts, the total revenue from October 13, 1893 to July 31, 1894 being \$3,882,580.62, while the expenses were \$5,341,302.09. It is recommended that an order be made whereby it shall be determined that the receivers have not rati-fied the contracts, or either of them; that they renounce the same, and that they are bound to perform the contracts and ob-

ligations. Since the filing of the petition, the master finds that the property of the Oregon Railway and Navigation company has passed from the possession and control of the Oregon Short Line and the receivers, and is now in the custody and control of a re-ceiver appointed in an action instituted in the circuit court of the United States for the foreclosure of the mortgage; that the Oregon Short Line and Utah Northern and its receivers do not control or operate any line of railway at any point nearer to the proposed Portland & Puget Sound railway than Huntington; that the receivers' demands are in adequate to meet operating expenses, taxes and interest. It is recommended that the contract be declared to be not binding upon the receivers, as receivers of the Oregon Short Line and Utah Northern and the Union Pacific companies, and that they be authorized to protect the rights of the said rails way companies in the property already ac

SETTLED BY JUDGE SANBORN Taking up the feature of the case wherein Frank Trumbull, as receiver of the Union Pacific, Deaver & Gulf, intervened, it is found that by the decision of Hon. Walter H. Sanborn, circuit judge, handed down March 30, 1894, it is recommended that the receivers be declared to have renounced the contract and that they are not bound thereby.

In the operation of the property of the St Joe & Grand Island rallway by the receivers the master finds that from October 13, 1893 to July 31, 1894, inclusive, the earnings were \$696,709.53, and that the expenses were \$563, 346.97, and that the accrued interest amounted to \$336,000, and that the earnings were insufficient to pay such expenses, including taxes and interest. It is recommended that the receivers renounce the contract to operate this line, as they are not bound to keep the conditions of the same, it never having been adopted and ratified by them.

Upon the subject of the operation of the Kansas City & Omsha road the findings are that from October 13, 1893, to July 31, 1894, inclusive, the earnings and income amounted to \$95,397.10, while the expenses were \$137, 248.50, of which amount \$34,946.94 was for taxes paid; that the interest due amounts to \$149,371.40. In view of this condition of affairs it is recommended that an order be entered whereby it shall be determined that the receivers have not ratified the contract and that they renounce the same

Handling the subject of the Union Pacific Lincoln & Colorado branch, it is shown that for 1893 the Union Pacific had to pay \$30,000 out of its own earnings to meet a guaranty obligation; that the gross receipts have been insufficient to meet guaranty charges, and that the revenues are inadequate to meet operating expenses, taxes and charges su-perior to the contract; that the performance of the contract would be oppressive, and that no compensation to the property of the Union Pacific would result therefrom; that the receivers have not adopted or ratifled the con tract. The recommendation is to the effect that if the receivers operate the line they foreclosed upon, and because from the im- that if the receivers operate the line they possibility of tracing with any exactness the should do so without regard to the terms of

With reference to the contract with Peavey March 15, 1890, entered into a contract concerning the shipping and routing of grain, Mr. Cornish holds that the receivers should be relieved from the performance of their ceivers of the Union Pacific asking to be relieved of the obligations under certain contract they would be compelled to add unburdens upon the properties en

Should there be any exceptions taken to the special master's report as outlined above, they must be filed on or before November 15, when Judge Sanborn will hear them in chambers at St. Paul. Judge Cornish leaves for his home tonight, after a week, as he says, of the hardest work he has ever been alled upon to do.

### IN A FAIR WAY FOR SETTLEMENT. Union Pacific and Navigation Company

Have Not Severed Relations. PORTLAND, Ore., Oct. 13.-The many rumors published about serious differences between the Union Pacific and the Oregon Railway & Navigation company regarding a traffic agreement, according to officials of both companies, have no foundation. In apparent, as the distance to this city by of Garrison is almost 500 miles greater than by the Oregon Railway & Navigation. Receiver McNeill of the Oregon Railway & Navigation was interviewed today on the matter and said: "The public would ap-

pear to believe that there is a wide difference betwen the Union Pacific and the Short Line and that this matter resulted in severing re-lations at Huntington. There is nothing in it. Our business via Huntington is running along the same as under the lease and relations are close and friendly, and at this mo-ment Mr. Lomax is on the ground establish-ing general offices. We fully recognize the importance of the Short Line connection and I guess they know our value to them, and this alone would show the folly of such talk

as has been going the rounds." General Passenger Agent Lomax of the Union Pacific, who is now here, said: "There is not any fighting between ourselves and the Navigation people. We have not yet come to an understanding with them, but I think there is no question but that we will. Navigation company in going into the hands of a separate receiver made it necessary for us to open a new freight and passenger office here, and work for business."
Mr. Lomax, in company of A. R. Baxter,

who has been appointed general agent of the Union Pacific on the coast, will establish fices at Portland, Tacoma, Seattle and other important points.

The republicans of the Third ward will rganize a club next Thursday night in Evans' hall, Twenty-eighth and R streets. Joe Brandle, convicted of stealing hay at the stock yards, was fined \$3 and costs by Judge Christmann.

The McKinley club will hold a mass meet ing at Pivonka's hall next Wednesday night. M. Johnson is down for a speech. George Parks returned from St. Joe yesterday, where he has the contract to erect large building for the Omaha Packing com-

The ladies of the First Presbyterian churc

The Woman's Christian association asks for some special articles for the lodging hous for women. It needs a small cook stove, mattress, bedding, table linen and dishes, The Woman's club will hold its first meet

## CHRISTIAN WORKERS MEET

Several Hundred Members of the Endeavor Union at Lincoln.

NINTH ANNUAL CONVENTION IN SESSION

All the Churches of the City Given Up to Meetings in the Interest of the Organization Represented by the Visitors.

LINCOLN, Oct. 13 -(Special.)-The ninth annual convention of the Christian Endeavor union, now in sesion in Lincoln, is the largest ever held in the state, and all the leading churches of the city are given up to the wearers of badges, who are thronging all the streets of the city. At 2 o'clock this afternoon there were seven meetings in progress and all of them were well attended. Outside of Lincoln and its suburbs, which includes a good many delegates, over 600 names are registered, and all the speakers on the published program are present, with their pa-The visitors to the convention are met at the door of the Christian church by a reception committee and decorated with a badge in the form of a star, after which they are assigned to quarters.

One of the most interesting features of the day's work was the meeting of the "lookout" committee in the First Baptist church under the leadership of C. C. Gillespie of Beatrice, at which an interesting ten-minute paper was read by Mrs. E. E. Sprague of Farnam. At the same time the missionary committee was in session at the First Congregational church, the Sunday school committee in Grace Lutheran church, the good literature committee in the First Congregational parlors and the corresponding secre-taries had a session in the main room of the First Congregational.

The program for tomorrow is as follows:

The program for tomorrow is as follows: 9:00—Bible meditation and prayer.

10:30—Services in all of the city churches. Sunday afternoon, at the First Congregational church, home missions, with Secretary W. D. Dawes, Lincoln, presiding.

2:30—Song service.

2:50—"Missionary Extension," Mr. F. F. Tucker, Nebraska City.

3:10—"Our Duty to the Drouth-Stricken Fields of the State," Rev. George A. Ray, St. Paul.

3:30—"The Endeavorer, as Related to the Progress of Missions," Rev. A. E. Ricker, Alma.

At the Central Church of Christ, interdenominational fellowship, with Mr. C. R. Cook, St. Paul, Minn., presiding.

2:30—Song service. 2:50—"Christian Fellowshlp," Miss Jeannie Johnston, University Place. 3:30—"The Waste of Energy Through De-nominational Strife and Jeniousy," Rev. J. E. Brereton, Geneva.
3:30—"The Effect of Interdenominational
Fellowship upon the Unconverted," Rev.
Simpson Ely, Fairfield. In the evening all will congregate at the First Baptist church and take part in the

7:30-Song service, 8:90-"Two Wars," Mr. Robert E. Speer, New York City. (Courtesy of Sixth dis-New York City, Country, 19815—19815—19816—19815—19816—19815—19815—19815—Consecration service, led by presient-elect.
Mispah benediction,

LINCOLN IN BRIEF.

following program:

Judge Tibbetts this morning overruled the motion for a new trial in the case of T. C. Griner, the peripatetic picture vender, convicted of criminal assault up 14-year-old Daisy Hedges, and immediately arraigned him for sentence. When asked what he had to say why sentence should not be pro-nounced upon him, Griner made a brief, rambling speech in a low tone, the burden of which was that he was not guilty. His attorney also spoke in his behalf whereupon was sentenced to five years at hard labor

### RELIGIOUS QUESTIONS DISCUSSED. Interesting Topics Considered at the Pres-

byterian Synod's Session Last Week. GRAND ISLAND, Neb., Oct. 13 .- (Special.)

The synod of Nebraska of the Presbyterian church held a most successful session at this place, beginning Tuesday evening. There was a change from the ordinary business acter, the mornings being devoted to business and the afternoons to interesting discussions on important topics. Rev. H. O. Scott of Hastings delivered the opening sermon, presenting in his vivid manner the fact that the church is not living up to its opportunities and how easy it would be to realize the motto, "Why not at least 100,000 n confession of faith this year?" Rev. Mr. Curtis of Lincoln was elected

oderator, and presided with grace and fairness over all the deliberations. At the morning session Wednesday a report of the Presbyterian hospital was brought before the synod by Rev. John Gordon, which received very favorable attention. The Sunday preceding Christmas was made hospital day, and ministers are requested to take collections that day. Hastings and Bellevue col-leges also made their reports.

leges also made their reports.

In the afternoon a discussion took place on "What Should Be the Attitude of the Church Toward the New Movement in Christian Church Toward This was opened very ably tian Soc.ology?" This was opened very ably by Dr. W. F. Ringland of Hastings college and Dr. John Gordon of Omaha. It elicited some earnest thought and bright remarks. and it seemed that every member of the synod had a speech ready, had not the time Omaha a report was started that the Union Pacific intended to withdraw its business from the Oregon Railway & Navigation and turn it over to the Northern Pacific at Garrison, Businell affirmed that they were spiritual, Mont. The ridiculousness of this story is bear him out. His reference to the rainbear him out. His reference to the rain-makers was most timely, and caused a gen-eral turning to the record when he read Jer. 14:22: "Are there any among the van-ities of the gentiles that can cause rain? or can the heaven give shower?" He was fol-lowed by Ray, F. W. Passell of Fairbury lowed by Rev. F. W. Russell of Fairbury, who took the ground that while God could work by ordinary laws He did not interpose a miracle to withhold the rain, but that man was largely responsible for the lack of

rain by cutting off the forests.

In the evening there were delivered two most notable addresses on "Foreign and Home Missions" by Mr. Robert E. Speer and Rev. Dr. D. J. McMillan, both of New York City. Dr. Speer is a young man of prepossessing appearance, and was eloquent in setting forth his cause. At the close of the speeches \$35 was collected for these boards. Tuesday morning was devoted to the Sunday and educational work of the church. Rr. E. R. Craven of Philadelphia and Rev. Dr. J. D. Countermine of Beatrice made the principal addresses. Nebraska is the banner state in regard to the work of Sunday school missionaries on some items, being double the figures of the next most prosper

The afternoon was devoted to the Christian Endeavor movement. Rev. Charles E. Bradt of Lincoln showed that this movement was providential. Rev. Dr. & N. Ware of Omaha ably treated the subject 'How Can This Synod Best Utilize the Christian Endeavor Movement in Advancing the Kingdom of God Within Its Bounds?" Routine business was taken up till 5:30.

In the evening Rev. Dr. Thomas L. Sexton spoke of the "Present Condition of Our Work," showing that while the conditions have been unfavorable the work has been reasonably successful. Rev. Dr. E. R. Crayen of Philadelphia then spoke on the Sunday school work, showing that they were doing a most excel-lent and necessary work. Synod closed this morning after considering very carefully col-lege and seminary work.

lege and seminary work. Sarpy Educators Adjourn. BELLEVUE, Neb., Oct. 13 .- (Special.)-The Sarpy County Teachers' association held a very successful session at Papillion October 12 and 13. Of the fifty-three teachers in the county, forty-five were present. county, forty-five were present.

The address delivered by Mr. Clark of the Western Normal, Lincoln, was well received.

The next session will be held at Spring-

field in February. Notes at Juniata. JUNIATA, Neb., Oct. 13. (Special.)-Farmers are still sowing wheat. The early sown wheat has grown very fast and covers

the ground now.

A few cases of diphtheria in a bad form A few cases of diphtheria in a had form jail here tonight and are now at large. A have been reported near town, resulting in reward is offered for their capture. One of

# CONTINENTAL CLOTHING HOUSE

Cor. 15th and Douglas Sts.

# Underwear - The balance of the Great Underwear Another Day - -

selves and were forced to cry for help. We helped ourselves at 47 1/2 c on the dollar. Send

\*\*\*\*\*\*\*\*\*\* SOX-heavy gray mixed, seamless, good substantial hose, tomorrow

are 90c a dozen or a single pair

less, in black and tan mixed, pair at 50c a dozen or a single pair

SOX-in medium weight and seam-

SOX-good heavy weight, seamless and in tans. They are Shawknit, go with the rest at \$1.00 a dozen. or pair for .......

SOX-heavy all wool or camel's hair, such as you pay 35c for, are tomorrow \$2.00 a dozen or a pair

SOX-in very fine medium weight.
fancy cashmeres, tans or blues,
50c value, \$2.25 a dozen or a pair

SOX-extra quality oxford mixed, of medium weight or heavy merinos, in gray or tan, 5 pairs \$1.90, or a pair for .....

mail orders before Tuesday. It's the finest and lowest priced underwear and hosiery you

HEAVY SCOTCH GRAY MIXED SHIRTS AND drawers. The factory closed them out to us at a ridiculous price, so that we can offer them to you

NATURAL WOOL SHIRTS AMD DRAWERS, not quite as heavy as \$1.50 garments, but heavier and better than any \$1.90 garment you ever, saw..

NATURAL WOOL, FLEECE LINED, ALL THE purest manufacture, the makers prided themselves on this, we cut the price more than in two and they are yours at.....

any at \$1.50, go in this great sale at ......

price.....

purchase closed out to us at 47 1/2 c on the dollar by the Gastenbury Knitting Co., makers of the Sale Goes On - - latest and best achievements in modern and perfect underwear and hosiery. Their ambition is to make the finest goods in the world-They succeeded-they did more -- they overreached them-

> HEAVY RIBBED MERINO SHIRTS AND Drawers, slightly off in color—tans—but perfect garments in every other way. Same thing sells for \$1,00,,...

tomorrow for.....

FULL REGULAR MADE, EXTRA HEAVY, NATural wool shirts and drawers that are the equal of

YOU WILL HAVE TO SEE THE FINE, ALL wool, scarlet shirts and drawers that we sell tomorrow at 85c before you can appreciate the

WE PURCHASED THE ENTIRE OUTPUT OF

25c

35c 45c

60c

75c85c

95c

these two numbers the mills make, a heavy natural wool and camel's hair, not a garment worth less than \$2.00, tomorrow.....

You have another such chanceand its the last.

## CONTINENTAL CLOTHING HOUSE.

three deaths. The attending physicians be- the men is tall, with light hair and mustache

capacity night and day.

While the Masonic order was in session
Monday night the Eastern Stars came suddenly upon the scene and stopped all further exercises with a surprise banquet. A jolly

SMOOTH CROOK CAPTURED.

an Officer's Custody.

and buggy some four or five months ago of Smith is the same fellow who recently eloped with a Lincoln girl named Ida Clark. Before leaving Lincoln he robbed a store. then came to this city, and with the ceeds of the stolen horse and buggy, journeyed with the Clark girl to Wymore. There he stole another horse, which he drove to some point in Kansas, where he turned it over to Ida and cut loose from her in order to escape the officers, who were on his trail. Ida drove the horse some distance and then sold it, going to Denver with the money to meet her lover. He was subsequently arrested and taken to Kansas City, where he was sentenced to serve a term in jail for beating a board bill. He had just finished this term and found Sheriff Eikenbary of Cass county ready to meet him with a war rant, charging him with horse stealing. B There was a lively skirmish among the authorities to run the young fellow down about the time he was arrested and taken to Kansas City, as he was wanted on numerous charges. Smith's preliminary hearing will be had early next week. It is under-Smith's preliminary hearing stood that he will plead guilty in the hope

that Judge Chapman will be lenient. Work of a Forger De ected. FREMONT, Neb., Oct. 13.-(Special Telegram.)-A forged certified check for \$250 turned up today at the Commercial National bank. The signature to the check was Matt W. Corcoran, and it also bore a forgery of the name of Cashier McGiverin, with a rubber stamp endorsement, the stamp evidently having been made for the purpose by the forger The check was made payable to Edwin F Lewis and was endorsed E. F. Lewis and Ia., bank telegraphed the Commercial National bank today asking if a certified check of Corcoran's for \$327 was good. It is feared that another forgery of the same kind is

DECATUR, Neb., Oct. 13 .- (Special.)-Today C. E. Barlow and Constable Dillen went out to the former's farm and arrested Road Overseer Guering. Guering was acthat were detrimental to the property. The ccusus is being taken for another small payment to the Omaha Indians. The amount is \$3,800. Per individual, about \$3.75

Nebraska City Residence Robbed. NEBRASKA CITY, Oct. 13 .- (Special Tele gram.)-The residence of Mrs. William Lambert was robbed yesterday during the absence of the family and a gold watch, three gold chains and a small sum of money stoen. Several other places were visited, but nothing of value taken Farmer's Team Stolen.

ALBION, Neb., Oct. 13 .- (Special Telegram.)-W. B. Cartes, a farmer living near this place, had a team of horses stolen last night. The thieves are supposed to be two strangers that came in on the Union Pa-cific evening train. Officers started in pursuit as soon as the theft was discovered. Otoo County Teachers Adjourn NEBRASKA CITY, Oct. 13.-(Special

last evening. The session has been profita-North Platte Juli Breakers. NORTH PLATTE, Neb., Oct. 13.-(Special Telegram.)—The three men who looted a store at Brady Island three weeks ago broke

three deaths. The attending physicians be-lieve they have the disease under control.

The Odd Fellows and Rebekahs gave a ban-quet Wednesday night to the children and exhibited a real live goat as the Odd Felows' steed
The Juniata roller mills are running full sheriff and posse are scouring the country apacity night and day.

digging through a heavy brick wall. The sheriff and posse are scouring the country after the men. They had but a few min-

TRYING TO SAVE HIS SON.

Ed Price's Father Seeking a Pardon from Governor Crounsp. James Hawke of San Francisco was robbed of \$40 Friday morning at the State hote by a colored chambermaid named Fannie PLATTSMOUTH, Neb., Oct. 13.—(Special Glover. Hawke had left his pocketbook, con-

Telegram.)-Sheriff Eikenbary returned from taining \$105, under his pillow. The girl Kansas City this evening in charge of Henry found it, and after extracting the \$40 turned Smith, the horse thief, who hired a horse it over to the clerk. Chief Detective Haze worked on the case, and the girl finally dug Liveryman Jones in this city and then sold back yard. She was sent to jail and a charge of grand larceny field against her. There is an interesting story concealed behind the presence of Mr. Hawke and his wife in the city. A year ago last May W. H. Bowman, the shoe dealer, was held up one night at the corner of Seventeenth and odge streets by two men. Mr. Bowman was game, and two shots were fired in the tussel that ensued. The attention of the police was called by the shots, but before officers could arrive the men fled. One of them was pursued by Sergeant Whalen into the alley in the rear of the postoffice and captured. The other man was captured later, but was released because he could not be identified. The man caught by Whalen is named George Price, and he is the stepson of

Hawke of San Francisco. At that time Mr. Hawke was a man of considerable means. He had been a city official of San Francisco, and later became contractor. When he heard of the trouble ato which his stepson had gotten he was determined to try all means to have him acquitted. He mortgaged his property, and with all the money he could get together he came to Omaha. He worked hard, but when the trial came off Price was convicted and sent to the penitentiary for a term of five years, which he is now serving. It may be remembered that his mother, Mrs. Hawke, made a most affecting appeal to the court for mercy during the trial. Since that time Mr. and Mrs. Hawke have

been attempting to obtain a pardon for Price. All their money is gone except \$105. They have been in the city two weeks and had intended to leave for Lincoln Friday after-noon to see the governor. The chances for Until a short time previous to it he had lived in San Francisco with his parents, and did not have a bad reputation. He left them and went to Los Angles and San Diego, from which places his parents and heard from him. After that, however, they lost track of him, and did not again hear of him until he committed the crime.

Ira Was Fined for It.

Ira C. Batchelor was fined \$7 and costs in the police court yesterday afternoon for impersonating an officer. According to the impersonating an officer. According to the testimony, Batchelor represented to a Mrs. Povinsky that he was a detective and would arrest her if she did not immediately turn to New York, the former operating in Wall over some clothing the was helding the work and the control of ver some clothing she was holding for a street. board bill. An appeal was taken.

BEATHER FORECAST.

Fair and Warmer Weather and Winds Shifting to South. WASHINGTON, Oct. 13.-The forecast for Sunday is:

sas-Fair; winds shifting to south and warmer.
For South Dakota-Generally warmer; winds shifting to south; warmer in the east-

OFFICE OF THE WEATHER BUREAU,
OMAHA, Oct. 13.—Omaha record of temperature and rainfall, compared with the corresponding day of the past four years:

Maximum temperature 60 65 75 62
Minimum temperature 39 39 65 43
Average temperature 50 52 70 52
Precipitation 50 50 52 70 52
Condition of temperature and precipitation at Omaha for the day and since March 1,
184: Telegram.)-The Otoe County Teachers institute, which has been in session during the past two days, adjourned this afternoon. Chancellor Canfield addressed the teachers

Normal temperature ..... 

## LAND SWINDLE AT CHEYENNE

Eastern Men Wno Bought Outlying Property Getting After the Negotiators.

J. M. Whitney and J. F. Moffatt Worked Gigantic Fraud for All it Was

ONE MAN LOST SEVENTY-FIVE HUNDRED

Worth and Are Now Likely to Be Prosecuted.

CHEYENNE, Wyo., Oct. 13 .- A gigantie land fraud has been discovered here. It is in the connection of the purchase of a tract of 956 acres of land adjoining the city by syndicate of eastern investors. In 1890 the Wyoming Land syndicate, after-

wards changed to the Wyoming company, was incorporated by J. F. Moffett of the firm of Moffett, Hodges & Clark, waterworks contractors of Syracuse, N. Y., J. M. Whitney, a real estate broker of Denver, and C. B. Davis of Chicago, who were elected president, secretary and treasarer of the company.

J. A. Hood, treasurer of the Syracuse Savings bank, who is out \$7,500 on account of his investment in the enterprise, arrived today to look up evidence to begin prosecution of Whitney and Moffett, whom he claims have swindled the shareholders out of \$50,-000. Mr. Hood says that Whitney came to his office in Syracuse estensibly to sell him some Denver property. In the course of conversation Whitney mentioned that he knew of a tract of land in the vicnity of Cheyenne that could be purchased for \$250 an acre. which he represented as a nominal price. It was agreed that Whitney and Moffett should come to Cheyenne to look over the property, and if possible obtain possession of it. He also said that the property could be purchased for \$90,900. The company was organized with a capital stock of twenty shares, which, on the \$90,000 basis repre sented an outlay of \$4,545 each. Mr. Hood finally became possessor of two shares. In addition to the purchase of the tract of land which it was proposed to lay out in addition to the city, it was represented that the a pardon seem to be fairly good. At the street railway of Cheyenne could be purtime of the crime Price was 18 years of age. chased for \$24,000, one-fourth of which was to be paid in cash. It now develops that the officers of the company intended to pur-chase this property. Mr. Hood and other sharholders became suspicious and started an investigation. They discovered that Whitney had secured options on nearly all the property at a figure less than half of what he represented it to be worth. Hood says that Whitney and Moffett were apparently dissatisfied with the gigantic swindle, but have now transferred the property to L. A. Liel of Chicago as trustee, for a small considera-tion, leaving the stockholders absolutely

> TRAINWRECKERS CAPTURED. Detectives Successful After Three Months'

Hard Search. BATTLE CREEK, Mich., Oct. 13 .- The parties suspected of wrecking the Chicago & Grand Trunk train here on the morning of For Nebraska, Missouri, Iowa and Kan-July 16, during the strike excitement, and who were the means of killing Fireman Crow and injuring about twenty persons, have at last been arrested. Today Stanley Knowles, John Bodwig, George W. Johnson and E. W. Jewett are in confinement as the result of the efforts of five Chicago detectives. Knowles had been given a position on the road as part of the plan for their capture. Finally the detectives cornored him and extorted a confession, which is to the effect that the crimo was committed while the men were desperate over the strike and their failure to prevent the trains from running. Jewett and Bodwig are held in Chicago and will be brought here. The other two are held in

hiding here by the detectives. Death of Ada Lowry Schaeffer. Mrs. Ada Lowry Schaeffer, aged 29, wife of August Schaeffer, manager of Max Meyer & Co.'s cigar department, died last evening. The funeral will be held at 2 o'clock tomorrow afternoon at residence, 2025 Farnam