

LIMIT FOR GRAND LARCENY

Daniel Baker's Bad Record Led the Judge to Show Him No Leniency.

TO THE PENITENTIARY FOR SEVEN YEARS

Two Accomplices Get Thirty Days in Jail—Furnishmen Assigned to Prisoners Who Were Convicted Last Week—Bakers Set Free on Promises.

Yesterday afternoon Judge Scott sentenced the prisoners who were convicted during the previous week in the criminal department of the district court.

Daniel Baker, who had been convicted of grand larceny, was sentenced to seven years at hard labor in the state prison. Baker, in company with John Wynn, on December 8, 1894, stole a lot of wearing apparel, jewelry and silverware from the residence of B. E. Betebeur at Nineteenth and Spruce streets. This is the third time within a year that Baker has been arrested for felony, and the court gave him the greatest penalty provided by the statute for his offense.

John Wynn, alias John Harris, who was charged with having assisted Baker in his raid on the Betebeur residence, pleaded guilty to petit larceny and got thirty days at hard labor.

Charles Nolan, who was charged with burglary, for having broken into the barn of Charles Lynch in the vicinity of South Omaha, and stealing a sack of bran, was convicted by the jury of petit larceny. He was sentenced to thirty days at hard labor in the county jail.

Thomas Bradshaw was given thirty days at hard labor for having broken into the front of the New York Life building on July 20, 1894. He was originally charged with grand larceny, but the owner of the wheel having left the door unlocked, he was allowed to plead guilty to petit larceny.

James Breda was discharged upon promising to behave himself, though convicted of assault. He was one of the striking workmen in South Omaha last year, and on August 1 assaulted Chris Nelson with a stick. Nelson procured his arrest, and he was charged with assault with intent to do grievous bodily injury, but was convicted of simple assault. He never had been arrested before, and not having had steady employment during the last few months, he was allowed to go free.

Notice of a motion for a new trial was made in the case of William Matthews, who was convicted of an attempt to kill a colored porter in a ninth street resort on November 9, 1893. He escaped from the city after committing the deed, and only returned about five weeks ago, and was arrested.

County Files Its Objection. A demurrer has been filed by the defendant in the case of the Omaha Loan and Trust company against the county of Douglas. The action is for \$900.64 damages, said to have been sustained by the plaintiff by reason of grading done by the defendant in November, 1893, in front of property in Florence, upon which the Omaha Loan and Trust company held a mortgage. It claims that by the grading operations, which still remain unfinished, the value of the property has diminished \$2,000. The alleged damage to the plaintiff's interest in the property is the amount sued for.

The demurrer is on the ground that the complaint does not state facts sufficient to constitute a cause of action.

Megatch's Plea His Answer. An answer has been filed in the district court by T. A. Megatch, who was registrar of deeds during 1892 and 1893, in the suit of Douglas county against him and his co-defendants.

Megatch denies that there is any amount due from him to the county. He claims to have had a right to deduct his own salary and the salaries of necessary clerks from the fees collected, and that he has done so. There was a balance in 1892 of \$2,889.28, which, upon orders of the county commissioners, he paid to the county treasurer, also that there was a balance of \$718.21 in 1893, which he disposed of in the same way, taking the treasurer's receipt for both amounts.

Suing for the Balance. A petition has been filed in the county court by Gault Bros. against the F. E. Short Commission company of South Omaha asking judgment for \$700 and costs of suit. Gault Bros. allege that in September, 1894, they shipped to the defendants eighteen head of horses, and in December of the same year returned the head of the horses, and that the horses were sold for \$1,200, of which Gault Bros. have received but \$500. They claim that the F. E. Short company has unlawfully appropriated the balance, \$700, and refuse to refund any part of it.

Asking Heavy Damages. The trial of the case of John Czaplanski, Jr., against Martin Ittner for \$25,000 damages, is going on before a jury in Judge Ferguson's court.

Ittner, who is the proprietor of a brick yard on South Sixteenth street, employed the plaintiff, who is a minor, as a laborer, and in April, 1892, he was struck by a brick which was caught in a cogwheel, and amputation was necessary. For this he wants \$25,000. The jury went into the case of the accident at noon to look at the ground.

Minor Court Matters. The whole of yesterday was consumed by Judge Scott in examining the excuses of the unwilling citizens who have been drawn to serve as jurors during the remainder of the February term.

In the case of Warren Switzer against the American Waterworks company, Judge Ambrose granted an order restraining the defendants from cutting off the water supply from the residence of the plaintiff at 2604 St. Mary's avenue, upon the filing of a bond of \$100 by Switzer.

Long service has proved the superiority of Dr. Price's Baking Powder. It is without a successful peer.

THE MARCH FORUM.

Senator H. C. Lodge has contributed to the March number of the Forum an article entitled "Our Blundering Foreign Policy," in which he severely arraigns the administration at Washington for its policy in dealing with Samoa, Hawaii and Japan. He says: "If the democratic party has had one cardinal principle beyond all others it has been that of pushing forward the boundaries of the United States. Under this administration, governed as it is by free trade influences, this great principle of the democratic party during nearly a century of existence has been utterly abandoned. Thomas Jefferson, admitting that he violated the constitution while he did affect the Louisiana purchase, but Mr. Cleveland has labored to overthrow American interests and American control in Hawaii. Andrew Jackson fought for Florida, but Mr. Cleveland is eager to abandon Samoa. The democratic party, in its leaders at least, has been successfully Cobdenized, and that is the underlying reason for their policy of retrenchment."

CONFERENCE ON COAL RATES

It Has Been Called for Tomorrow at the Millard Hotel.

ROADS THAT WILL BE REPRESENTED

Some Prospect that the Controversy of Three Years, Aggravated by the Recent Action of the Union Pacific, May Be Settled.

For more than three years railroads in this section have been more or less interested in coal rates, but so diverse have been the interests and so vital the problems requiring solution at the hands of general managers that coal rates have been the subject of controversy without any unanimous agreement in all the years. However, the recent hurry in coal rates on the part of the railroads has brought about a meeting which will be held in this city on Wednesday, at the Millard, representatives of the Denver & Rio Grande, the Rock Island, B. & M., Chicago, Burlington & Quincy, Missouri Pacific, Fremont, Elkhorn and Missouri Valley and the Union Pacific having signified a desire to attend and attempt a solution of the problem.

When the Union Pacific made the cut on Rock Springs coal the reduction was promptly met by the B. & M. and Rock Island. This reduction was followed later by a similar cut on Hanna coal, the understanding being that all Hanna consumer would receive the benefit of the reduction, but at a meeting of the representatives of the coal department of the Union Pacific it was decided to not give the benefit of the cut to the consumer until after the meeting of Wednesday.

A representative of the freight department of the B. & M. said to a Bee reporter: "We never had in mind the kind of kind, but with cuts in freight rates inaugurated by us our own interests are finally adjusted. When the Union Pacific began the war on payment of a law that notwithstanding the emergency nature of their new tariff they were not applying the cut for the benefit of Omaha consumers, and we decided to give the consumers of Sheridan coal the benefit. This is the position in which the coal question now stands."

On the other side of the Union Pacific expressed the idea that something definite would be the outcome of the meeting on Wednesday, which opinion is not shared by some of the other roads, parties to the conference.

Oil-Burning Locomotives. The Southern California railroad is probably entitled to the credit of first introducing oil-burning in locomotives in regular passenger service in this country. Locomotive No. 625 of that company has been equipped with the Booth oil-burning apparatus, a device which has been designed after a long period of experiment, although the patents on it have been taken out by the British. William Booth, the designer, was formerly master mechanic of the Peruvian Central railway, but of late has been conducting the experiments in the exterior of the engine. The fuel tank holds a little over five tons of oil, and is placed inside the water tank, so that it is surrounded by water, there being six feet of water on each side, and six inches on the top. It is provided with an oil-light mantle and has a gas vent on top, so that any manner of leakage will not allow the oil to escape. For the sake of safety there are two safety valves, one on top and the other on the bottom. An apparatus is provided to shut off the engine in case of an overflow, the supply pipe becomes broken from any cause. Two burners are used, with steam jets in each, by which the oil is sprayed into the fire boxes.

Preparing for the Hearing. General Solicitor John M. Thurston and General Attorney W. R. Kelly of the Union Pacific returned Sunday from an extended visit to New York. For the next few days Mr. Thurston will be busily engaged in arranging matters in connection with the application for a separate route for the Oregon Short Line, which is down for a hearing before Judge Gilbert on March 5. Immediately after the hearing on the Short Line receivership the question of damages resulting to the roadbed of the Oregon Railway and Navigation company along the Columbia river, by reason of its overflow, will be taken up. Receiver McNeill contending that the receivers of the Union Pacific should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

CONFERENCE ON COAL RATES

It Has Been Called for Tomorrow at the Millard Hotel.

ROADS THAT WILL BE REPRESENTED

Some Prospect that the Controversy of Three Years, Aggravated by the Recent Action of the Union Pacific, May Be Settled.

For more than three years railroads in this section have been more or less interested in coal rates, but so diverse have been the interests and so vital the problems requiring solution at the hands of general managers that coal rates have been the subject of controversy without any unanimous agreement in all the years. However, the recent hurry in coal rates on the part of the railroads has brought about a meeting which will be held in this city on Wednesday, at the Millard, representatives of the Denver & Rio Grande, the Rock Island, B. & M., Chicago, Burlington & Quincy, Missouri Pacific, Fremont, Elkhorn and Missouri Valley and the Union Pacific having signified a desire to attend and attempt a solution of the problem.

When the Union Pacific made the cut on Rock Springs coal the reduction was promptly met by the B. & M. and Rock Island. This reduction was followed later by a similar cut on Hanna coal, the understanding being that all Hanna consumer would receive the benefit of the reduction, but at a meeting of the representatives of the coal department of the Union Pacific it was decided to not give the benefit of the cut to the consumer until after the meeting of Wednesday.

A representative of the freight department of the B. & M. said to a Bee reporter: "We never had in mind the kind of kind, but with cuts in freight rates inaugurated by us our own interests are finally adjusted. When the Union Pacific began the war on payment of a law that notwithstanding the emergency nature of their new tariff they were not applying the cut for the benefit of Omaha consumers, and we decided to give the consumers of Sheridan coal the benefit. This is the position in which the coal question now stands."

On the other side of the Union Pacific expressed the idea that something definite would be the outcome of the meeting on Wednesday, which opinion is not shared by some of the other roads, parties to the conference.

Oil-Burning Locomotives. The Southern California railroad is probably entitled to the credit of first introducing oil-burning in locomotives in regular passenger service in this country. Locomotive No. 625 of that company has been equipped with the Booth oil-burning apparatus, a device which has been designed after a long period of experiment, although the patents on it have been taken out by the British. William Booth, the designer, was formerly master mechanic of the Peruvian Central railway, but of late has been conducting the experiments in the exterior of the engine. The fuel tank holds a little over five tons of oil, and is placed inside the water tank, so that it is surrounded by water, there being six feet of water on each side, and six inches on the top. It is provided with an oil-light mantle and has a gas vent on top, so that any manner of leakage will not allow the oil to escape. For the sake of safety there are two safety valves, one on top and the other on the bottom. An apparatus is provided to shut off the engine in case of an overflow, the supply pipe becomes broken from any cause. Two burners are used, with steam jets in each, by which the oil is sprayed into the fire boxes.

Preparing for the Hearing. General Solicitor John M. Thurston and General Attorney W. R. Kelly of the Union Pacific returned Sunday from an extended visit to New York. For the next few days Mr. Thurston will be busily engaged in arranging matters in connection with the application for a separate route for the Oregon Short Line, which is down for a hearing before Judge Gilbert on March 5. Immediately after the hearing on the Short Line receivership the question of damages resulting to the roadbed of the Oregon Railway and Navigation company along the Columbia river, by reason of its overflow, will be taken up. Receiver McNeill contending that the receivers of the Union Pacific should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

CONFERENCE ON COAL RATES

It Has Been Called for Tomorrow at the Millard Hotel.

ROADS THAT WILL BE REPRESENTED

Some Prospect that the Controversy of Three Years, Aggravated by the Recent Action of the Union Pacific, May Be Settled.

For more than three years railroads in this section have been more or less interested in coal rates, but so diverse have been the interests and so vital the problems requiring solution at the hands of general managers that coal rates have been the subject of controversy without any unanimous agreement in all the years. However, the recent hurry in coal rates on the part of the railroads has brought about a meeting which will be held in this city on Wednesday, at the Millard, representatives of the Denver & Rio Grande, the Rock Island, B. & M., Chicago, Burlington & Quincy, Missouri Pacific, Fremont, Elkhorn and Missouri Valley and the Union Pacific having signified a desire to attend and attempt a solution of the problem.

When the Union Pacific made the cut on Rock Springs coal the reduction was promptly met by the B. & M. and Rock Island. This reduction was followed later by a similar cut on Hanna coal, the understanding being that all Hanna consumer would receive the benefit of the reduction, but at a meeting of the representatives of the coal department of the Union Pacific it was decided to not give the benefit of the cut to the consumer until after the meeting of Wednesday.

A representative of the freight department of the B. & M. said to a Bee reporter: "We never had in mind the kind of kind, but with cuts in freight rates inaugurated by us our own interests are finally adjusted. When the Union Pacific began the war on payment of a law that notwithstanding the emergency nature of their new tariff they were not applying the cut for the benefit of Omaha consumers, and we decided to give the consumers of Sheridan coal the benefit. This is the position in which the coal question now stands."

On the other side of the Union Pacific expressed the idea that something definite would be the outcome of the meeting on Wednesday, which opinion is not shared by some of the other roads, parties to the conference.

Oil-Burning Locomotives. The Southern California railroad is probably entitled to the credit of first introducing oil-burning in locomotives in regular passenger service in this country. Locomotive No. 625 of that company has been equipped with the Booth oil-burning apparatus, a device which has been designed after a long period of experiment, although the patents on it have been taken out by the British. William Booth, the designer, was formerly master mechanic of the Peruvian Central railway, but of late has been conducting the experiments in the exterior of the engine. The fuel tank holds a little over five tons of oil, and is placed inside the water tank, so that it is surrounded by water, there being six feet of water on each side, and six inches on the top. It is provided with an oil-light mantle and has a gas vent on top, so that any manner of leakage will not allow the oil to escape. For the sake of safety there are two safety valves, one on top and the other on the bottom. An apparatus is provided to shut off the engine in case of an overflow, the supply pipe becomes broken from any cause. Two burners are used, with steam jets in each, by which the oil is sprayed into the fire boxes.

Preparing for the Hearing. General Solicitor John M. Thurston and General Attorney W. R. Kelly of the Union Pacific returned Sunday from an extended visit to New York. For the next few days Mr. Thurston will be busily engaged in arranging matters in connection with the application for a separate route for the Oregon Short Line, which is down for a hearing before Judge Gilbert on March 5. Immediately after the hearing on the Short Line receivership the question of damages resulting to the roadbed of the Oregon Railway and Navigation company along the Columbia river, by reason of its overflow, will be taken up. Receiver McNeill contending that the receivers of the Union Pacific should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent. The negotiations are being conducted in London through Morton, Rose & Co., who will extend the bonds upon the condition that the company should bear the major portion of the repairs.

Illinois Central Arrives Extension. NEW YORK, Feb. 25.—The Illinois Central railroad has arranged to extend to \$500,000 the first mortgage sterling loan due April 1, 1895, to April 1, 1891, at 4 per cent