THE OMAHA DAILY BEE.

ESTABLISHED JUNE 19, 1871. OMAHA, TUESDAY MORNING, OCTOBER 19, 1897—TWELVE PAGES. SINGLE COPY FIVE CENTS.

OPERATIONS OF THE MINT

Figures Showing What is Done at the Nation's Money Factory.

DIRECTOR SUBMITS HIS ANNUAL REPORT

In Addition to Coinage Statistics It Embraces Figures on Gold and Silver Production, Imports and Exports.

WASHINGTON, Oct. 18.—The director of the mint has submitted to the secretary of the treasury his report for the fiscal year 1897, covering the operations of the mints and assay offices, together with the statistics of foreign countries relative to production, coinage and the monetary condition of each. The value of the gold deposited at the mints and assay offices during the fiscal year 1897, cents omitted, was $129,105,500. Of this amount $87,003,337 were original deposits and $42,102,162 redeposits. The original deposits were classified as follows: Domestic bullion, $69,618,239; mutilated and uncurrent domestic coin, $1,105,314; foreign bullion and coin, $22,559,534; old plate and jewelry, $2,801,208.

The coinage value of silver bullion received during the year was $9,725,022; of this amount $9,470,623 were deposits, and the remainder, $254,398, redeposits. The original deposits were classified as follows: Domestic bullion, $4,611,799; uncurrent domestic coin, $2,856,018; foreign material, $940,272; old plate and jewelry, $612,532. The purchases of silver bullion for subsidiary silver coinage, under the provisions of section 356, Revised Statutes of the United States, aggregated 259,248 fine ounces, costing $171,455.

The face value of uncurrent domestic gold coin received at the mints and assay offices was $1,125,121; of this amount $623,751 was transferred from the treasury for recoinage and the remainder, $401,237, was deposited by individuals, the total coinage value of which was $1,015,314.

The coin executed during the year was as follows: Gold, $71,646,705; silver dollars, $21,203,701; subsidiary silver, $3,124,086; minor, $984,509.

PROFIT ON SILVER.

The silver dollars coined were from silver bullion on hand, purchased under the act of July 14, 1890. The total coinage of silver dollars from bullion purchased under that account, from August 13, 1890 (date the law took effect) to July 1, 1897, has been 68,748,477 pieces, containing 53,172,650 ounces of fine silver costing $51,532,154, giving a seigniorage of $17,216,32. Of the subsidiary silver coinage $30,042,489 was coined from uncurrent silver coin transferred from the treasury for recoinage, and $81,595,000 from bullion purchased under the provisions of section 3526, revised statutes, for the subsidiary silver coinage. On the latter the seigniorage was $42,322.

The balance of silver bullion on hand at the mints for the coinage of silver dollars and subsidiary silver coins, July 1, 1897, was purchased under the act of July 14 1890, fine ounces 115,438,461; cost, $104,336,312. For subsidiary silver coinage, fine ounces, 1,348,353; cost, $1,641,090. At United States assay office payments of deposits in fine bars, fine ounces, 505,998; cost, $512,786. Including the balance on hand at the mints July 1, 1878 the net seigniorage on the coinage of silver, from that date to June 30, 1897, was $84,822,821. The value of the gold and silver bars manufactured at the mints and assay offices during the fiscal year was: Gold, $54,511,109; silver, $6,598,751; total, $61,009,861.

QUOTATIONS OF SILVER.

The highest quotation for silver, 0.925 fine, in the London market during the year, was 31½ pence equal to $0.6901 per ounce fine, United States money; the lowest quotation was 27½ pence, equal to $0.60357. The average quotation for the year was 29 9-16 pence, equal to $0.64794 per ounce, fine. At the average price of silver for the year, the commercial ratio between gold and silver was 1 to 31.94. At the average price of silver for the year $1 would purchase 741.65 grains, equivalent to 1.56 ounces.

The net imports of gold were $44,699,841, as against $78,904,612 net exports for the previous fiscal year. The net exports of silver were $32,636,835, as against $33,262,258 for the fiscal year of 1896.

The product of gold and silver in the United States for the calendar year 1896 was: Gold, $53,088,000; silver, coining value, $76,069,238. The value of the precious metals employed in the industrial arts in the United States during the calendar year 1896 was: Gold, $11,395,934; silver, $10,204,273.

The stock of gold and silver in the United States on July 1, 1897, is estimated to have been: Gold, $696,270,542; silver, $634,509,781; total, $1,330,780,328. The total metallic stock and uncovered paper of the world, compiled from the latest reports, is estimated to have been on January 1, 1897: Gold, $4,359,600,000 full legal tender silver, $3,615,800,000; limited tender silver, $652,500,000; uncovered paper, $2,569,200,000 total, $11,197,100,000.

The world's product of gold and silver for the calendar year 1896, was: Gold, $204,396,600; silver (commercial value), $109,406,800; silver, (coining value), $215,242,700.

The coinage of gold and silver by the various countries of the world, so far as reported, was: Gold, $195,899,517; silver, $153,395,740.

The director of the mint in his report reviews the decline of silver since 1873 and attributes the decline to the great increase in production.

REVERTS TO THE PUBLIC DOMAIN.

Supreme Court Decides Against the Southern Pacific.

WASHINGTON, Oct. 18.—The United States supreme court today rendered an opinion against the railway company in the case of the Southern Pacific Railway company against the United States, brought here from the circuit court for the Ninth circuit. The case involved about 700,000 acres of land in southern California and grew out of the fact that the forfeited land grant of the Atlantic & Pacific Railway company was overlapped to some extent by lands claimed under government grant by the Southern Pacific. The Atlantic & Pacific company originally claimed the lands in controversy and its original maps of location along the line of these lands were accepted by the land office, but congress declared the lands forfeited and thereupon the Southern Pacific, whose grant overlapped that of the Atlantic & Pacific, set up title to the lands. The circuit court, however, decided against the Southern Pacific and the supreme court today affirmed that decision so far as it concerns the railroad company, but remanded to the lower court for decision the case of about 200 persons who had purchased part of the land from the railroad company.

QUARANTINE RULES IN CONFLICT.

Senator Caffery Will Introduce a Remedial Measure.

WASHINGTON, Oct. 18.—Senator Caffery of Louisiana, who has just come to Washington with his family to remain during the winter, had quite an interesting experience on his journey. He came from the Pacific coast and passed through New Orleans, although he stopped but a short time in that city. His trip from that city north until he passed Atlanta was interrupted very frequently by state agents, who inspected his bill of health and asked him many questions. He will confer with Surgeon General Wyman and endeavor to prepare a bill which will place under federal control all quarantine regulations and the management of epidemic diseases. He speaks very highly of the management of the present epidemic by the United States Marine hospital service, and says that the local regulations as to quarantine are different in the various towns and that even towns differ from counties, resulting in much confusion.

STATISTICS OF THE POSTOFFICE.

Annual Report of Third Assistant John A. Merritt.

WASHINGTON, Oct. 18.—The annual report of the third assistant postmaster general, John A. Merritt, for the fiscal year just closed was made public tonight. Following is an abstract.

The postal revenue for the year and the total expenditures were as follows: Ordinary postal revenue, $81,698,281; receipts from ordinary money order business, $967,181; revenue from all sources, $82,655,462.

Expenditures: Actual amount of the expenditures for the postal service for the year ending June 30, 1897, which includes all made on account of the year up to three months after its close, $93,781,278; expenditures on account of previous years, $295,954; total, $94,077,242; excess of expenditures over receipts, $11,411,779.

The outstanding liabilities at the close of the year's business and the cost of transporting the mails for the subsidized Pacific railroads, the latter item amounting to $1,575,806, are not included in this financial statement. The total deficiency for 1896 was $8,127,088; total deficiency for 1897, $11,411,779.

Through bad debts the postoffice department lost last year $19,799. The estimates of appropriations for the service of the third assistant's office for the fiscal year ending June 30, 1899, aggregates $1,288,000.

The total number of postal cards issued was 523,608,250. The weight of second class matter sent in the mails during the year and not including free matter within county of publication was $10,618,155 pounds; postage collected thereon, $1,106,581. Estimating that 15 per cent of all second class mail is sent free of postage within counties of publication the total weight of the second class matter mailed is estimated at over 182,740 tons. The arrangement made by Postmaster General Bissell in 1894 for the manufacture of postage stamps by the bureau of engraving and printing will expire June 30, 1898. Concerning this General Merritt says he has concluded the postoffice department ought to have complete control over the manufacture and issue of its stamps. He says the postoffice department should have its own engraving and printing establishment for making its stamps and its own vaults for their safe keeping and that these stamps should be issued by its own agents direct to postmaster and through its own exclusive machinery.

Recommendation is made for the discontinuance of newspaper and periodical stamps. A significant recommendation is one urging that prepayment in full of all mail matter be required hereafter. The reports say that the department is and has for years past been suffering a heavy loss of revenues from the failure of postmasters to rate up and collect postage on first class matter not fully prepaid.

War Ship Needed in Guatemala.

WASHINGTON, Oct. 18.—The State department has received a cablegram from the United States charge d'affaires at Guatemala stating that owing to the extension of the present revolutionary movement into the eastern portion of Guatemala American interests in that section and American citizens are endangered and the presence of a war ship is desirable. Accordingly the secretary of the navy has sent orders to the United States steamship Detroit, now in Florida, to proceed at once to Livingstone, on the gulf coast of Guatemala, to protect American interests. The Montgomery, now at Staten Island, has been ordered to relieve the Detroit of the work of looking after filibusters in which it has been engaged.

Dividends on Broken Banks.

WASHINGTON, Oct. 18.—The comptroller of the currency has declared a dividend in favor of the creditors of insolvent national banks as follows: Fifty per cent, the Mutual National bank of New Orleans, La.; 20 per cent, the Columbia National of Minneapolis, Minn.; 10 per cent, the Citizens' National of Grand Island, Neb.; 15 per cent, the First National of Hillsboro, O.

Appointments by the President.

WASHINGTON, Oct. 18.—The president today made the following appointments: Frank C. Partridge of Vermont, consul general at Tangiers; Chester W. Martin of Michigan, consul at Amherstburg, Ont.; P. H. Brittain of Ohio, consul at Nantes, France.

Advance the Durrant Case.

WASHINGTON, Oct. 18.—The supreme court today advanced the argument of the Durrant murder case, brought here from San Francisco, and set it for hearing November 15.

CONVICTS TURN COUNTERFEITERS.

"Queer" Fifty-Cent Pieces Made in a Pittsburg Prison.

PITTSBURG, Oct. 18.—Warden E. S. Wright of the Riverside penitentiary has discovered that a number of the convicts confined in that institution have been offering counterfeit 50-cent pieces. He has unearthed the metal from which the "queer" money was made, the moulds in which it was cast and the names of several convicts who were connected with the matter, but as yet he has been unable to find the man who originated and carried out the scheme. The counterfeits are good specimens of the coiner's art. The die from which they were made is almost perfect, and the milling of the coins, which is the government's chief protection of metal money from those who would imitate it, is as near perfect as it is possible for human ingenuity to make, and that such coins could be made within the walls of the penitentiary with the crude implements to be obtained by the prisoners is the startling feature of the case.

The counterfeiters had already secured connection with outside parties, and some of the bad money is now in circulation. Warden Wright has a list of nearly a score of convicts and persons supposed to be connected with the counterfeiting, and when the full story of the crime comes out, it is said, there will be some sensational developments.

HANGED FOR KILLING CONSTABLE.

White Man Is Strung Up by a Mob at Dermott, Ark.

DERMOTT, Ark., Oct. 18.—A lynching in which the victim was a white man named Cole occurred near Wilmot early Friday morning. Cole had committed a cold-blooded murder and was pursued, captured and strung up by a posse composed of the murdered man's friends.

Cole was of unsavory reputation and a habitual loafer. He was arrested on Wednesday by Constable James Jones on the charge of having committed some slight misdemeanor. When taken before a justice of the peace Cole was placed under bond, which he succeeded in giving, and was released. As he walked out of the justice court he muttered a threat against the constable, saying that he was being unjustly persecuted and would get even with the officer. Later Cole secured a double-barreled shotgun and, slipping up behind Jones, fired both barrels into the constable's back, killing him instantly. In the excitement Cole made his escape, but a large posse was soon organized and started in pursuit. Bloodhounds were secured and the search for Cole was continued until early Friday morning, when he was found in the woods about eight miles from Wilmot. The mob made quick work of him. A rope was tied about his neck and he was swung up without ceremony. The mob returned to Wilmot, leaving the body of Cole swinging to a tree. Jones was an old officer and stood high in the community.

Dogs Kill Sheep.

FAIRMONT, Neb., Oct. 18.—(Special.)—Yesterday afternoon dogs entered the sheep yard of Wright & Spharr and killed three fine sheep and mangled three others so they will probably die.

AFFAIRS OF UNION PACIFIC

Reorganization Committee Presents a Review of Its Position.

CONCERN TIME OF PAYMENT AND DEPOSIT

Work of the Committee is Reviewed During the Last Two Years—What Has Been Accomplished in that Time.

NEW YORK, Oct. 18.—The Union Pacific reorganization committee has submitted a review of its position. In respect to the terms of the decree of foreclosure, the committee says it has no purpose whatever, and to have made no suggestions, except in the cases of two of the provisions, that requiring the deposit to be made five days in advance of sale, and that extending the time for the complete payment of the purchase over a period of sixty days after the confirmation of the sale.

"The provision for such an extended time," the committee says, "was desired because of the magnitude of the transaction and to secure reasonable terms of payment consistent with such early delivery of the property as must afford a basis for carrying out the large financial engagements involved."

The provisions of the decrees fixing five days in advance of the date of sale for the deposit of earnest was desired because for a period of more than eight months prior to the sale the committee had upon deposit the sum of $4,500,000 to secure a guarantee bid and competing bidders could act in a full knowledge of the committee's plans and provisions.

The statement reviews the work of the reorganization committee during the last two years touching upon the subsidy debt; the defeat of the funding bill in congress in 1896, and the cause of foreclosures.

REVIEW PRESENT CONDITIONS.

The present conditions are reviewed as follows: "The present solution of the business relations of the government to this property is the result of a process by which all less favorable solutions to the government have been eliminated. It is the only solution open to the government which has received the approval of two administrations, but was recommended by both of the receivers who were appointed for the purpose of caring for the interests of the government, and it was unanimously recommended, as well, by the five directors who were appointed to serve the interests of the government.

"When the committee took charge of the reorganization of the Union Pacific the first mortgage bonds having priority to the lien of the government were scarcely bringing par, the divisional mortgage bonds were selling at heavy discounts and but small comparative value was attributed to the second mortgage of the government. Today the first mortgage bonds are worth a premium and the government is assured that it will realize $50,000,000 or more for its interest.

"The security holders of the company are satisfied. The government is satisfied with this outcome. The enterprise of the government in promoting the construction of the Union Pacific railway will, from financial and material standpoints, prove to have been most profitable.

"Under the conclusion of the matter which now approaches, the pecuniary and material results will have been accomplished and secured and the political evils which have attended the practical relations of the government to this property will have been brought to an end."

ROAD WILL BE SOLD ON TIME.

Government Will Offer Property at Auction oNvember 1.

WASHINGTON, Oct. 18.—Attorney General McKenna, when questioned today, declined to state whether or not there was any prospect of a postponement of the sale of the Union Pacific railway by the United States circuit court at Omaha, set for November 1. From other and perfectly trustworthy sources, however, it is learned that there is no present intention on the part of the government to interfere with the order of the court in the matter of the sale. If it should come to the knowledge of the government that parties other than the reorganization committee were desirous of making a bona fide bid, but required additional time in which to perfect arrangements and make the required deposit, it is quite certain that the government as a creditor would promptly ask the court for a temporary postponement of the sale. But as far as known this contingency has not arisen and unless something now unforeseen arises the sale will take place on November 1, the date originally fixed upon by the court.

New Route of Sunset Limited.

CHICAGO, Oct. 18.—"The Sunset Limited," the vestibule limited train which, during the last two winter seasons, has been operated on fast time between New Orleans and Los Angeles and San Francisco, will, commencing tomorrow, October 19, be placed in semi-weekly service between Chicago and Los Angeles and San Francisco. The route will be Chicago & Alton to St. Louis; St. Louis, Iron Mountain & Southern, St. Louis to Texarkana; Texas & Pacific, Texarkana to El Paso; Southern Pacific, El Paso to Los Angeles and San Francisco. The Sunset limited will leave Chicago at 1:30 p. m. and St. Louis at 10 p. m. every Tuesday and Saturday.

Injunction to Stop Suits.

CHICAGO, Oct. 18.—The Terra Haute & Indianapolis railroad filed a bill in the federal court today against the Peoria & Pekin Union Railroad company for an injunction to restrain the prosecution of suits for rentals in the state court at Peoria. The suit arises from an old dispute over the rental of the to the Union depot at Peoria, being used by tracks of the Peoria & Pekin Union railroad the Illinois Midland railroad, which property was purchased by the Terre Haute & Indianapolis road.

No Intention of Quitting Business.

NEW YORK, Oct. 18.—A leading official of the Joint Traffic association denied today that whatever the decision of the supreme court as to the legality of its agreement may be it will proceed to wind up its affairs and go out of business. This official, who speaks by authority, declared that the association's officers will be retained in any event, if only as a bureau of information and general assistance to the roads east of Chicago.

RENEWS THE FIGHT ON WALSH.

State Federation of Labor Turns Its Guns Loose Once More.

DES MOINES, Oct. 18.—(Special Telegram.)—The executive committee of the State Federation of Labor met here yesterday to consider the troubles with Chairman Walsh of the democratic state central committee. Mr. Walsh has failed to comply with the ultimatum of the federation, which was that he unionize the office of the Ottumwa Democrat by midnight last night. Walsh says he made every effort to accomplish this, but R. H. Moore, manager and chief owner of the paper, declined to recognize Walsh, who is a minority stockholder. The federation will at once renew the fight on Walsh and push its demand that he resign as chairman of the state and secretary of the national committee.

Bucklen's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Kuhn & Co.

LEAVES NOTHING TO RELATIVES.

Rich Spinster Devises All Her Property to Acquaintances.

SAN FRANCISCO, Oct. 18.—The will of the late Josephine L. Sanford, spinster, is to be contested. It was filed on September 20 last and proved to be a somewhat curious document, as the old lady left all her property to people in no way related to her, and expressly disinherited the members of her family. This morning a nephew of the deceased, C. E. Sanford, who arrived from New York last week, will file the papers in a suit to have the will set aside an administrator appointed, and to have the estate distributed to the heirs at law. The estate is valued at between $350,000 and $400,000.

Miss Sanford died on September 12 of this year. Eight days later the will was filed by two of the executors and devisees under it. Almost all the property consists of a ranch in Contra Costa county, known as the Lost Meganos ranche. Under the will this was to be divided as follows: One-fourth to Andrew R. Mosely, one-fourth to Dr. Ellingwood, one-eighth to Attorney Thomas I. Bergin, one-eighth to Prof. George Davidson and the remaining one-fourth to be held in trust by these four gentlemen for the benefit of two relatives of the deceased who are not heirs.

The complaints alleges that Miss Sanford was not of sound and bequeathing mind and the disposition of her estate was due to undue influence. The heirs who will claim a share of the estate are the plaintiff, John Edwards Sanford, Marion Elizabeth Robinson and Asa M. Sanford, all nephews and niece.

CONTEST FOR RICH BODY OF LAND.

Government Lays Claim to a Portion of a Big Ranch.

SANTA ANITA, Cal., Oct. 18.—Information has reached this city by a private dispatch from Washington, the issue of which will be of the greatest importance to the people of this locality. The United States government has ordered an official survey of the big San Joaquin ranch, comprising over 100,000 acres of land in this county. The order is the result of agitation on the part of Washington and California claims corporations, having thousands of shareholders all over the country, and being organized in this county as the Land Settlers' league. It has been procured through the special efforts of ex-Attorney General A. H. Garland, who is president and general counsel for the company. Through him a survey has been ordered by the department of the interior and the work will proceed under authority of the land office at San Francisco. It is asserted that about 30,000 acres of the tract is government property, though it is claimed by James Irvine, owner of the ranch, whose title to the remainder is not disputed. If it is determined that the land was never granted, sold or by any other means conveyed to Irvine, the land will be again in the government's possession and will then be thrown open to settlement.

CONVICTED OF BANK WRECKING.

Jury Holds Cashier Taylor to Be Responsible.

KANSAS CITY, Oct. 18.—Cashier George A. Taylor of the Argentine bank, which failed last year, owing thousands of dollars to depositors, was convicted in the criminal court in Argentine, Kan., at noon today of wrecking the concern. The case has been proceeding for a week. Taylor held considerable paper of friends who at the critical moment were unable to come to his rescue. Strong talk followed the closing of the bank, whose depositors were mostly poor men and women, and Taylor disappeared. A reward for his arrest was offered, but he finally surrendered voluntarily. Sentence has not yet been passed. The liabilities of the bank when it failed were found to be $98,000 and the assets about $10,000 less. It was shown that false statements of the bank's condition were sworn to by Taylor and that his bank held $80,000 worth of worthless paper. Cashier Taylor comes from one of the best families in Wyandotte county and has always borne a good reputation. His attorney will probably ask for another trial.

MAYOR HARRISON MAY BACK OUT.

Friends Advise Him to Keep Out of New York Campaign.

CHICAGO, Oct. 18.—Mayor Harrison may not go to New York October 28 to speak in the interests of Judge Van Wyck in accordance with his agreement with Richard Croker. Many of the mayor's advisers believe it would be unwise from a political point of view for him to go to New York and mix up in the four-cornered mayoralty fight now in progress, and have urged him not to play in anyone's back yard at the present time. Mayor Harrison has not yet decided what to do in the matter, but it is probable that he may decline the invitation to go east. A committee from the Cook County Marching club called on the mayor today and offered to escort him on his contemplated journey east. One hundred and fifty of the famous silk hat brigade have signified their intentions of going.

WOMEN FIGHT AT DEBS MEETING.

Mrs. Quinn Uses a Horsewhip on Mrs. Kavanaugh.

CHICAGO, Oct. 18.—The session of Branch No. 1 of the Social Democracy, the organization founded by Eugene V. Debs, ended in a general row last night, during which Mrs. Fannie Clark Kavanaugh, president of the branch, was horsewhipped. The whipping was done by Mrs. Thomas P. Quinn, wife of the former president of the recently expelled Branch No. 2 of the Social Democracy. The trouble between the women grew out of the fact that Mrs. Kavanaugh had charged Quinn with being a Pinkerton detective. The male members of the organization promptly took part in the row when the assault on Mrs. Kavanaugh began, and a riot was narrowly averted. Mrs. Kavanaugh is said to have been badly disfigured.

Woolgrowers Hold Convention.

RAWLINS, Wyo., Oct. 18.—(Special.)—The Carbon County Woolgrowers' association, representing the ownership of 330,000 sheep, held a meeting here Friday night. The association decided to employ a guard of six range riders to patrol the sheep ranges of the association for the purpose of protecting sheep camps from the depredations of thieves and holdups. Jack Edwards reported to the meeting that the Brown's Park band of holdups was preparing to go into the sheep business and would probably stock its herds by stealing from other herds. An effective plan for keeping out Utah herds of sheep under the Wyoming inspection law was adopted.

Charles Anderson Gives Bonds.

SUNDANCE, Wyo., Oct. 18.—(Special.)—Charles Anderson of Oak Creek, who stabbed his brother-in-law, Edward Knoff, to death Saturday last, was given a hearing Wednesday and placed under $10,000 bail to appear for trial at the spring term of the district court. The bail was readily furnished, and Anderson is at liberty. As the details of the controversy between Anderson and Knoff become known the opinion grows in the community that the deceased was the aggressor in the trouble which culminated in his death. Anderson has retained Judge W. S. Metz of Sheridan to defend him.

Farmer Killed by His Team.

HURON, S. D., Oct. 18.—(Special.)—While unhitching his team from a wagon loaded with corn Thursday afternoon Fred Hein, a prosperous farmer and pioneer resident of Belle Prairie township, eighteen miles southeast of this city, met with a fatal accident. He failed to unfasten one of the tugs and as the horses started they turned suddenly, throwing Mr. Hein beneath the wheels of the wagon, which passed over his body, inflicting injuries from which he died in a few hours. Mr. Hein leaves a wife and six grown children.

RIGHT TO USE THE BRIDGE

Effect of Union Pacific Sale on Contracts with Other Roads.

QUESTION THE RAILROADS WILL CONSIDER

Rock Island, Milwaukee and Burlington Figure on How They Will Get Into Omaha After Union Pacific Reorganization.

It is given out in local railway circles that one of the first matters that will be taken up after the reorganization of the Union Pacific railway will be the contract allowing the use of the Union Pacific bridge between Omaha and Council Bluffs by trains of the Chicago, Milwaukee & St. Paul railway and of the Chicago, Rock Island & Pacific railway. Action looking toward the abandonment of the contracts now in existence will naturally be dependent upon the identity of the purchasers of the Union Pacific at the forthcoming foreclosure sale, but there seems to be no doubt but that the reorganization committee will bid in the property.

It is generally admitted that the contract allowing the Rock Island and the Milwaukee roads to use the Union Pacific bridge, made under the Charles Francis Adams regime of Union Pacific affairs is an unprofitable one for the Union Pacific. That company endeavored to have the contract declared null and void before the commencement of the receivership. The matter was fought hard in the courts, but the Union Pacific was finally held to perform its part of the contract entered into before the receivership.

Rock Island and Milwaukee officials contend that any attempt to annul the contract because of the transfer of the property from the receivers to other parties will be unsuccessful because the property when bought will be bought with the understanding that all obligations of the old company will be assumed by the purchasers. The contention on the other side is that the foreclosure sale will wipe out all contracts and obligations of the old company.

LOOKING FOR A LEGAL BATTLE.

An official of one of the companies now enjoying the use of the Union Pacific bridge and tracks recently said: "I've heard it intimated that an effort will be made to set aside the bridge contract after the reorganization of the Union Pacific. I do not believe any such effort will succeed. The courts passed on practically the same question when the receiver of the Union Pacific attempted to annul the contract. The object is plainly to be seen. It is not, as commonly supposed, to force the Rock Island and the Milwaukee to build a bridge of their own across the Missouri river, but it's to raise the rental in the new contract."

"Do you think the Rock Island and the Milwaukee would ever use the East Omaha bridge rather than pay a higher rental to the Union Pacific?" was asked.

"One cannot predict what might happen, but I think such a course hardly likely. That matter has been figured out, and it has been shown that it would be a clear loss of at least forty minutes to run either Milwaukee or Rock Island trains around that way. If the Rock Island and the Milwaukee were forced into building a bridge of their own they might use the East Omaha bridge during the year or more that it would take to construct a new bridge. But I really do not look for any necessity to build a new bridge, as the courts will undoubtedly sustain the present contract even though the Union Pacific railway should pass into other hands."

The Burlington is somewhat interested in the matter of contracts with the Union Pacific after the foreclosure sale. It has a temporary contract with the Union Pacific, allowing a few of its fast trains to cross the Union Pacific bridge, and it has long enjoyed a contract giving the Burlington the use of four miles of valuable trackage in South Omaha. Therefore the Burlington will also resist any attempt on the part of the reorganized Union Pacific to annul the contracts made during the receivership. The question is one that is quietly, though earnestly, discussed in the law departments of all western railroads now-a-days, for it is of immense importance to at least four railroads centering here and of lesser importance to other railroads.

An official of one of the interested lines said to The Bee yesterday that the railroad attorneys were looking for one of the biggest legal fights on this proposition that has ever been made in the courts.

BEGINS PROTECTING ITS BRIDGES.

Work Being Done at Plattsmouth and Quincy.

The Burlington will soon begin the work of filling in under the east trestle of its railroad bridge across the Missouri river between Plattsmouth and East Plattsmouth. The preliminary work has been begun. The undertaking is a large one and will involve the expenditure of about $30,000. It was stated at the B. & M. headquarters here yesterday that when the Burlington constructed its bridges across the Missouri river it was the intention to later fill in under the trestle work of all the bridges. This work has already been done at the bridges across the river at Nebraska City and at Rulo. The work of filling in will be on the east side of the river only, as the west end of the big bridge runs directly on a high bluff.

The same work is about to be begun at Quincy, Ill., where the Burlington's big bridge across the Mississippi river is being rebuilt. There the six spans of the bridge underneath which it is desired to fill in are on the east side also. Part of the spans are over the river and part of the low bank. A petition from the Quincy merchants has been sent to Secretary of War Alger asking that permission be given the Burlington to fill in the six eastern spans of its bridge there. It is stated in the petition that the filling in and closing of the six spans of the bridge will, by confining the river to a more narrow channel, assist navigation and improve the harbor.

MINSTREL COMPANY WILL NOT SUE.

Rock Island Not to Be Blamed for the Troupe's Delay.

Some excitement was caused in local passenger circles yesterday by a report that the Primrose & West Minstrel company would sue the Rock Island railroad company for the loss of the profits at yesterday's matinee at a local theater.

The story was based on the failure of the Rock Island to bring the company into Omaha at 2:30 o'clock, as specified in the contract. The report proves to be entirely erroneous. The delay was with the company in leaving Denver on Saturday night. The contract called for the departure of the special train from Denver at 10:30 o'clock. Instead, it did not leave till 11:30 on account of the minstrel company's delay. The train arrived in this city at 2:50 o'clock, twenty minutes late, after a run forty minutes shorter than was contracted for.

Railway Notes and Personals.

Mrs. Edward H. Sprague is visiting friends in Chicago.

Floyd Smith has sailed for a brief trip through Europe.

Mrs. Charles A. Rutherford has returned from a trip to New York.

Gus Renze of Ak-Sar-Ben fame has returned from a southern trip.

General Solicitor Kelly of the Union Pacific has just returned from Denver.

The Rock Island has just opened a new agency at Salt Lake City in charge of T. J. Clark, traveling passenger agent.

G. L. Hickey, chief clerk in the operating department of the Oregon Short Line, will succeed W. David Lincoln as car accountant, when the latter comes back to the Union Pacific tomorrow.

The Elkhorn officials who accompanied the remains of the late William B. Sterling to Dixon, Ill., returned to Omaha yesterday.

New depot time cards containing the changes made by the Union Pacific, the Burlington and the Missouri Pacific were issued yesterday.

Traveling Freight and Passenger Agent Miller of the Chicago & Northwestern is in the city from Oshkosh, Wis., the guest of General Agent Kuhn.

Charles Adams of the Union Pacific passenger department is receiving congratulations over the arrival of an eight-pound rate clerk at his home.

Western railroads yesterday afternoon announced a rate of one and one-third regular fare for the round trip to St. Louis, November 3 to 10, on account of the meeting of the Interstate Merchants' association there.

J. L. Rogers, commercial agent of the Kansas City, Fort Scott & Memphis, made his first appearance in Omaha railway circles yesterday. He was recently appointed to succeed Carey Holcomb, now traveling freight agent of the Kansas City, Pittsburg & Gulf.

General Agent Kuhn of the Chicago & Northwestern yesterday returned from a trip through the state. He reports business to be booming along both the Union Pacific and the Elkhorn railroads, the most noticeable fact in connection with the increase in business being the great demand for freight cars.

Western railroads yesterday declared a rate of one and one-third regular fare for the round trip to Buffalo October 27-November 5, on account of the meeting there of the Women's Christian Temperance union. The railroads are voting on a proposition to accord the same rate to the Toronto meeting of the same association.

President Mohler of the Oregon Railway and Navigation company, accompanied by the freight and passenger traffic representatives of the line, has gone to Salt Lake City from Portland and is there in conference with the officials of the Union Pacific from Omaha regarding the restoration of through freight and passenger rates and car service.

The American Association of General Passenger and Ticket Agents will convene in St. Louis this week. This afternoon there will be a reception from 3 until 6 o'clock. On Wednesday afternoon there is to be a steamboat excursion on the Mississippi river. Thursday is to be given to a tour of the city. Between trips meetings will be held and pertinent railroad topics discussed. General Passenger Agent Francis of the B. & M., who has just returned from a trip through his extended territory in time to attend the meeting, says it will be the greatest assemblage of passenger agents ever held in this country.

The Colorado Midland line through Hagerman pass has been reopened. This line has been abandoned since the completion of the Busk Ivanhoe tunnel, but owing to the inability of the reorganization committee of the Colorado Midland and the Busk tunnel people to reach an agreement, the reorganization committee has caused the old line to be rebuilt. The only difficulty experienced in reconstructing the old line was in the Hagerman tunnel, which for a distance of 2,400 feet, was filled practically solid with ice, and it has required thirty days to dig the ice out. Fire and salt were found inadequate to melt the ice and it was necessary to blast it out with dynamite. The Busk Ivanhoe tunnel will be abandoned by the Colorado Midland on the termination of the receivership November 1, and all trains run over the old line, reaching an altitude of 11,528 feet, the highest standard gauge pass in the United States.

HURT JUMPING FROM STREET CAR.

Boy Strikes His Head and is Painfully Injured.

While stealing a ride on one of the Sherman avenue cars, last Saturday afternoon, Clyde Rich, a 10-year-old boy, was seriously injured. As the train turned off of Cuming and onto North Seventeenth street Clyde and another boy of about his own age jumped onto the rear end of the trailer. At Izard street the conductor went toward the rear end of his train and as he did so the boys jumped off. In jumping, the Rich boy fell and struck on his head. He was picked up and carried to a store near by and a doctor summoned. It was several hours before the boy regained consciousness. He is still in bad condition, but he is likely to recover.

All along this line, especially in the north part of the city, the street railway people are annoyed by young boys who jump on and off the cars. They go in gangs and the conductors are powerless to prevent them from boarding the moving trains. There is a city ordinance against boys stealing rides on street cars, but its enforcement by the police has become a dead letter.

Y. W. C. A. Notes.

Those who expect to enroll themselves with the gymnasium work will meet Miss MacDougal at the rooms from noon to 1 p. m. daily.

Mrs. Hanchett's class in English history meets at 7:30 Friday evening. Those who enter it must do so this week, for entrance is denied thereafter.

The choral class has been postponed to Tuesday night, November 2. Those who intend joining that class must register their names before that time.

Not enough have registered for the Nurses' Training class to warrant those interested in preparing for the work. This class is valuable for any woman in the home.

Two classes in elocution, or, more correctly, in the culture of vocal expression, have just begun on Tuesday evenings, beginning class at 7 and advanced at 8 o'clock. Taught by Mrs. Jus en Donnelly.

Those who pledged themselves to help pay in the debt fund are requested to pay promptly. The entire sum was pledged October 1 and money sent to the secretary will save the special work of collecting. Kindly take notice.

The reception committee of the Young Women's Christian association gives an "at home" at the rooms tonight from 8 to 10 o'clock. An informal entertainment, music, games, etc., with refreshments, will be the order of the evening.

The mass meeting at the First Congregational church was not only an interesting event, as the first one of this association, but a success as well. The storm kept many away, but a large audience listened with evident interest to the addresses and to the solos by Miss Terry. There was a duet, "My Faith Looks Up to Thee," by Miss Terry and Mrs. Edwards. In closing an appeal was made for the association and an even $100 netted to the treasury.

Parties trying to introduce new cough remedies should know that people will have Dr. Bull's Cough Syrup.

Marriage Licenses.

Licenses to wed have been issued by the county judge to the following parties:

Name and Address.	Age.
George Schreiber, Omaha	33
Jane Buess, Omaha	25
Anton Vasak, Omaha	26
Mary Svoboda, Omaha	18
Claus Hagge, Omaha	20
Franke C. Mumm, Omaha	19
Stephen Schmidt, Omaha	20
Mary Halfpogel, Woodstock, Ill.	19
Matthew W. Beale, Augusta, Mont.	43
Rose Anne McGarvey, Omaha	32
William H. Brown, Waterloo, Neb.	22
Mary E. Hollins, Waterloo, Neb.	19
Don Lake, South Omaha	21
Collie Alden, Omaha	18
Jairus Clement, North Loup, Neb.	37
Helen Schouborn, Fredonia, Kan.	24

You can't cure consumption but you can avoid it and cure every other form of throat or lung trouble by the use of One Minute Cough Cure.

Grant Likely to Get Contract.

Although no formal action has been taken by the Board of Public Works, the contract for curbing in the districts on which bids were received last week will probably be let to the Grant Paving company, on its bid of 53 cents for Missouri asphaltic stone. None of this material has been used in Omaha, but as the price is 6 cents lower than that of Colorado sandstone, as offered by Hugh Murphy, it will be given a trial.

No picnic or outing is complete without Cook's Imperial Champagne, extra dry. It completes your lunch.

DEFICIT IN POLICE FUND

Police Commissioners Make Their Showing Before Judge Scott.

HEARING ON JUDGE SCOTT'S INJUNCTION

Attorney for the Discharged Officers Argues Against Legality of the Action and City Attorney Connell Shows Its Necessity.

The members of the Board of Fire and Police Commissioners were before Judge Scott yesterday trying to convince the court they have the power to provide against an impending deficit in the police fund by dismissing enough members of the police department to bring the expenses within the available appropriation. The question is raised by the alternative writ of mandamus issued by Judge Scott at the instance of the discharged officers some days ago, by which the members of the board were required to either replace the men on the salary list or show cause why they should not do so.

The hearing on the writ began yesterday morning and at first it looked as though the usual procedure was to be reversed. The judge stated his conviction at the outset that the law by which the members of the board were held responsible on their bonds for any expenditure in excess of the appropriation provided by the city council applied only in cases in which additional men were employed. Then the attorney for the policemen launched into an argument on the case. He declared that the board had violated every provision of the charter. It had begun the year with enough money to run the department on the scale on which it had been operated in 1896, but it had appointed thirteen new officers without any warrant of law. The board, he said, had violated the law in appointing a chief of police