# ANYTHING TO STOP A SPLIT

## Populist Statesmen Have a Job of Unusual Dimensions.

## MIDDLE-OF-THE-ROADERS BREAKING AWAY

**Prospects for Fusion in 1900 Grow Less and Less Beautiful as Time Goes On and the Democrats Gain Confidence.**

LINCOLN, Jan. 10.—(Special.)—The meeting called by the middle-of-the-road populists at St. Louis this week with the avowed object of calling a convention and nominating candidates for president and vice president during the coming summer has stirred up a pretty large undercurrent of interest and excitement in populist official circles here, although strenuous efforts have been made to keep the same from the public. It is known that numerous letters have been written and received here to prevent this action, which would probably split the populist party more seriously than the democratic party is split. Hitherto the plan of the fusion element in the populist party has been to indorse Bryan for president and get the democrats to indorse the populist nominee for vice president, and it has been more or less understood that Senator Marion Butler of North Carolina was to be the populist nominee for that place. Latterly the Bryan democrats, feeling sure that their man was to be nominated by both democrats and populists, have gone vigorously at work booming prominent democrats for the vice presidency. From inside democratic circles it is learned that the visit of George Fred Williams to Nebraska was for the express purpose of organizing a movement in his behalf for the vice presidency in the west and that this was with Mr. Bryan's approval. This action of the democrats has greatly alarmed the populist managers who know that they are likely to be swept out of power if they attempt to carry the mass of populist voters into the democratic party. Hitherto they have affected to ridicule the middle-of-the-roaders, but as the band of democracy becomes more plain they see that the middle-of-the-road movement is likely to carry with it enough populists to defeat them in the states where they need votes.

ELEMENTS OF DOUBT.

They have got Chairman Marion Butler to write a letter promising to submit the question of an early convention to the populist national committee if the St. Louis meeting will delay action, and are trying hard to patch up a peace that will hold the party together.

The nearer 1900 approaches the more difficult the task becomes of those populist leaders who have taken the contract to deliver the populist vote to the democrats at that time. Senator Peffer, who was driven from the editorship of the populist state paper in Kansas by the fusion officeholders, is quietly organizing the old alliance men into determined opposition to any more democratic fusion. Ignatius Donnelly, who stumped both Nebraska and Kansas for Bryan in 1896, is doing the same with the alliance men in Minnesota. Colonel Norton, who was the candidate of the middle-of-the-roaders at the St. Louis convention in 1896 against Bryan, having 300 votes for the nomination, but who subsequently supported Bryan during the campaign, is doing the same in Illinois and in this state. Senator H. G. Stewart, formerly vice president of the state alliance, is doing the same work. The recent declaration of Governor Stephens of Missouri that there could be no fusion with populists on the state ticket or congressmen in that state, is helping the anti-fusion populists greatly in their fight, and present indications are for anything but an easy job for the fusionist. Meanwhile it is the hope of populist officials of high and low degree that the St. Louis meeting may be handled this week so as to prevent the split in the party that would leave them stranded without votes enough to even trade upon.

INTERESTING FOR SHERIFFS.

Deputy Auditor Pool has been reading the statutes relating to the matter of sheriff's fees and has come to the conclusion that in cases where a penitentiary sentence has been passed and the prisoner is not immediately brought to the penitentiary the sheriff can only collect for the board of the prisoner at the rate of $3.50 per week. Heretofore the rate paid by the county has been 75 cents per day. Mr. Pool takes as his authority for making the new rule the only part of the statutes which relates to fees for board of prisoners, which reads as follows: "Where there are prisoners confined in the county jail $1.50 per day shall be allowed the sheriff as jailer. For boarding prisoners per day not exceeding 75 cents per day, nor more than $3.50 per week, when the prisoners are confined more than six days." This clause relates to the charges to be paid by the county. After sentence the expense is paid by the state, but there being no different rate specified the deputy auditor has ruled that the state shall pay no higher rate than does the county. This will particularly affect sheriffs in counties where there are secure jails and where the usual practice is to keep the prisoner almost the entire thirty days' time allowed after sentence before bringing him to the penitentiary.

Sheriff Dow of Harlan county came up today to turn ex-Treasurer Ezra Whitney over to the warden of the penitentiary. Whitney appears very much broken down over the prospect of serving out the two and one-half years' sentence passed upon him by the court, outwardly betraying more emotion than does Mills, who shared with Whitney in the embezzlement of the county money, and who has a sentence of five years before him.

The secretaries of the State Board of Transportation will go to Topeka on the 13th to meet in consultation with the Kansas commissioners on the question of carload rates.

The state treasurer has made a call for general fund warrants from No. 36,052 to 36,211, amounting to $30,000, to come in January 20.

BRYAN'S CHURCH PROGRESS.

An instance proving that prosperity is here has been pointed out which should convince Mr. Bryan if his attention were called to it. The long-distance statesman is a member of the First Presbyterian church of this city. The secretary of the First Presbyterian Sunday school has just made his annual report, in which he shows that there has not only been a largely increased attendance during the year, but that the collections were about 30 per cent larger than during 1896. This remarkable increase could hardly be attributed to the fact that Mr. Bryan is a member of the church, as he has not been in the city long enough to attend church more than once or twice during the year.

Omaha people at the hotels: At the Lindell—Joe Kelley, M. P. Server. At the Lincoln—J. W. Marshall, Robert L. Raynolds, George R. Davis, M. M. Hamlin, George W. Marston, W. H. Fries.

**Confesses a Murder.**

EXETER, Neb., Jan. 10.—(Special.)—Some three years ago B. A. Merritt, a prominent farmer of this county living near Sawyer, was killed near Atlantic, Ia., under very peculiar circumstances. It seems he formerly lived at Atlantic and was called back there by a letter and while there murdered, his body being found in a livery rig near the city with a bullet hole in his left temple and a revolver with two empty chambers lying in the bottom of the buggy. The affair has always remained a profound mystery until the other day when Mrs. Merritt received a letter from a Mrs. Ferris of Atlantic, in which she stated her husband had committed suicide about a year ago and before his death confessed to having killed Mr. Merritt. Mrs. Ferris gives as her reason for revealing the secret after having kept it so long, that she has joined the Salvation army and her conscience would not permit her to conceal the fact any longer.

**Dairy and Poultry Products.**

WAHOO, Neb., Jan. 10.—(Special.)—The following figures will give something of the size and importance of the dairy and poultry products gathered and shipped from this city. The Wahoo creamery manufactured and marketed during the year 1897 215,000 pounds of butter and paid for labor $5,500. Snyder & Co., exclusive buyers and shippers of butter and eggs, handled sixty carloads—thirty-two carloads of butter and twenty-eight of eggs. The above products were nearly all marketed outside of the state. In addition to the above named firms there are two large general merchandise houses in this city which handled, in round numbers, 120,000 pounds of poultry, 60,000 pounds of butter and 14,000 cases of eggs. This includes, so far as the creamery and the butter and egg house are concerned, most of the county, but the general merchandise houses draw from the territory tributary to the city of Wahoo.

## HAS APPEARANCE OF MURDER.

**Young Man at Lincoln Killed Under Suspicious Circumstances.**

LINCOLN, Jan. 10.—(Special Telegram.)—Last night the police were notified that a young man named Wesley Johns had shot himself. Officers were sent to the Johns residence, where young Johns was found lying on the bed with a bullet hole through his brain. He had been dead about an hour before the police were notified.

Several members of the Johns and Gay families were present and their story was that the shooting was done by Wesley Johns himself, either accidentally or with suicidal intent. There was a great variance in their stories, however, and the revolver which they asserted had been used contained three loaded shells and no empties. The cartridge upon which the hammer rested had been snapped and failed to explode. A coroner's jury this forenoon has been unable to unravel the mystery, and a further hearing will be held tomorrow. In the meantime Rufus Johns, a younger brother, has disappeared. The three Johns boys and young Gay have often been in trouble here, and it is suspected that the shooting was the result of a drunken brawl. It is also believed now that Gay and one of the Johns were connected with the hold-up of Kimerer Saturday night.

**Valley County Mortgage Record.**

ORD, Neb., Jan. 10.—(Special.)—Valley county's mortgage indebtedness for the year 1897 is as follows: One hundred and fifteen farm mortgages filed, amounting to $72,369.28; 244 satisfied, $150,179.75; 16 town mortgages filed, $11,330.03; 37 town mortgages satisfied, $17,758.19; 1,082 chattel mortgages filed, $292,500.37; 893 chattel mortgages satisfied, $210,704.54. The total amount of both farm and town mortgages is $167,937.94. Of this amount $23,120.50 was made up of satisfaction certificates, leaving a total of mortgages paid off of $144,817.44. The total of farm and town mortgages filed is $83,699.36. The difference between $144,817.44, the amount of mortgages satisfied, and the amount filed is $61,118.08, which is a pretty good showing for the year 1897. Valley county will certainly be able to contribute its share to the carload of paid-up mortgages to be exhibited at the Transmississippi Exposition.

**Change of County Officers.**

TECUMSEH, Neb., Jan. 10.—(Special.)—The change of county officers has taken place in Johnson county. N. H. Libby succeeds T. P. Renshaw as treasurer, S. A. Leach succeeds W. A. Campbell as clerk, C. B. Strong succeeds W. H. Woolsey as sheriff, R. F. Adkins is E. E. Young's successor as superintendent of public instruction and L. M. Davis relieves W. R. Barton of the duties of commissioner. H. W. Brandon as judge, Dr. C. H. Zeigler as coroner and W. L. Dunlap as surveyor succeed themselves, having been re-elected at the fall election. J. K. Moore remains deputy treasurer, J. J. Kelley is named deputy sheriff, vice C. B. Woolsey, and Charles Canon will be deputy clerk in place of J. A. Bennett.

**Mission at Hastings.**

HASTINGS, Neb., Jan. 10.—(Special.)—The mission at St. Mark's church has been in progress during the last week under the leadership of Canon Radcliff of Denver and Rev. Mr. Douglas, who has trained the choir. Every day during the last week five or six services have been held. The evening services are always crowded and the sermons are listened to with the deepest attention. Several have already been confirmed and more have signified their intention. Yesterday afternoon there was a special service for women, which was well attended. At 4:30 a special service for the fraternal societies was held. Bishop Graves was present yesterday and will do some confirming this week.

**Prefers Bastardy Charges.**

HUMBOLDT, Neb., Jan. 10.—(Special.)—William Ayers, a prominent young farmer living ten miles southeast of this city, was yesterday brought into justice court and bound over to the district court to answer to a charge of bastardy, preferred by Miss Lizzie Schaefer, the daughter of a neighboring farmer. Both families are quite well known, and it is claimed by the defense that the prosecution is attempting to blackmail young Ayers, who recently came into possession of some property by the terms of his father's will.

**Tecumseh Court Notes.**

TECUMSEH, Neb., Jan. 10.—(Special.)—In the bastardy case of Miss Ora Godfrey against Everett Thompson in district court here the jury disagreed. In the damage case of Jacob and Mary Wagner against Johnson county the jury found for the county. Mr. and Mrs. Wagner sustained injuries by their team going through a poor bridge. They brought suit against the county for $5,000, but failed to recover. The officers of the county have displayed danger signals on the bridge. Court has adjourned until the February term.

**Coroner's Verdict of Suicide.**

ALBION, Neb., Jan. 10.—(Special Telegram.)—At the coroner's inquest held this morning over the body of Willard Baker, cashier of the Albion National bank, the jury found that the deceased came to his death as a result of a shot from his own revolver, fired by his own hand while laboring under a temporary aberration of mind, brought about by his previous physical condition and overwork. The deceased came to this city in 1882 to engage in the banking business. The remains were taken to his old home in Cambridge, N. Y.

**Old Settler Honored.**

SEWARD, Neb., Jan. 10.—(Special.)—The 86th birthday of H. L. Boyes, one of the early settlers of Seward, was celebrated yesterday. A large number of his friends gave him a surprise, presenting him with a handsome easy chair and other mementos of the occasion. Mr. Boyes has lived at Seward since 1867. Among those who gathered at his house yesterday were many who settled here at about the same time and some who have lived in Nebraska upwards of forty years.

**Pugilistic Farmers.**

HUMBOLDT, Neb., Jan. 10.—(Special.—Ira Harshberger and Alf Moyer, two prominent farmers, became involved in a dispute regarding school matters on the streets Saturday and finally came to blows, the latter being knocked down and bruised considerably. Warrants were issued for both parties and Mr. Moyer appeared in justice court and pleaded guilty and paid his fine. Harshberger left at once for home and has not been arrested.

**Seriously Injured.**

LEXINGTON, Neb., Jan. 10.—(Special.)—Henry Linwood, a young man of about 21, was seriously and probably fatally injured last night. Linwood rooms on the second floor of one of the business blocks. In some manner he fell from the roof to the ground, a distance of twenty-four feet. His skull is fractured and the internal injuries are thought to be fatal.

**Through a Bridge.**

TECUMSEH, Neb., Jan. 10.—(Special.)—recently Joseph Fonti, a farmer, was driving a herd of cattle over a bridge which was in bad repair and it gave way and let the animals into the river. A number of them were either injured or killed. Mr. Fonti presented the county commissioners a bill of damages and they have allowed him $90.

**Invitation to Firemen.**

YORK, Neb., Jan. 10.—(Special.)—At a recent meeting of the city council it was decided Volunteer Firemen's association to hold its to extend an invitation to the Nebraska annual state meeting at York in January, 1899.

**Contest Case Dismissed.**

BEATRICE, Neb., Jan. 10.—(Special Telegram.)—The county clerk contest case begun soon after election by C. C. Farlow, populist nominee, against J. D. White, republican, was today dismissed on motion of the plaintiff.

**Bootlegging Cases.**

YORK, Neb., Jan. 10.—(Special.)—William and Albert Py of Henderson, this county, were up before Judge Wildman Saturday, and gave a $200 bond for their appearance next Friday. They are charged with having sold whisky without a license. This afternoon Frank Mitchell, the young man who recently escaped from Sheriff Price while under arrest, was up for trial, charged with selling malt and spirituous liquors illegally.

**Installation and Supper.**

HUMBOLDT, Neb., Jan. 10.—(Special.)—The members of Goldenrod lodge, No. 27, Independent Workmen of America, had installation of officers last night and afterwards indulged in an oyster supper. Supreme Secretary R. Dickens of Omaha was present and conducted the installation ceremonies.

**Nebraska News Notes.**

Rushville now has a curfew ordinance in force.

An athletic club has been organized at Crete.

The Burnett Mascott has commenced its tenth year.

The McCook Courier has started in on volume nineteen.

The Clarks Leader has changed its name to the Enterprise.

Nickerson people want a creamery established at that place.

J. C. Gullinger has sold the Burchard Times to J. T. and J. B. Pope.

Pilger people are taking steps to build and operate a creamery.

H. Hoffat of Plainview was so badly injured in a runaway accident that amputation of one hand was necessary.

Joseph Mullen of Pender took a shot at a rabbit but instead put thirty-nine of the leaden pellets in the legs of his brother Mike.

The village board of Gibbon has ordered a fifteen-horse power gasoline engine, which will be placed in the fire house for use in time of fire.

The annual meeting of the Interstate Swine Breeders' association at Red Cloud has been postponed from January 11 to February 1 and 2.

A special agent of the land office has been in Kimball county investigating complaints that private parties have been fencing in government land.

An estimate of the number of cattle now being fed in Antelope county made by men thoroughly informed upon the whole subject, places the total at 5,000.

Clinton Grant, a 9-year-old boy of Hayes Center, was seriously injured by a horse falling on him. When found he was unconscious and is supposed to be lying in that condition for several hours.

The number of marriage licenses in Dixon county during 1897 increased over that of 1896. In 1896 there were fifty-five licenses issued by Judge Rose, while in the year just closed there were sixty-four.

There is some talk of calling a grand jury for the next term of court in Nuckolls county. It is believed there is much illegitimate business going on throughout the county that cannot be reached in any other way.

Firm Ransom of Minden is gathering up a load of heavy draft horses which he intends to ship to Chicago. He has on hand now nearly a carload of them, which are said to be the best bunch of horses ever gathered together in the county.

Thus far the weather during the month of January has been as exceptionally fine as that of December was rough. Stock on the western Nebraska range is now apparently little the worse for the early storms and is in fair order for the time of the year.

Frank Fisher, jr., of Norden lost seventy bushels of wheat in the Niobrara river. Several teams had crossed safely ahead of him, but his load was so great that it caused the ice to give way, upsetting the wagon and spilling the contents in the river. The wheat belonged to M. P. Meholin, who was the loser.

Receiver McDonald of the United States land office at North Platte states that the entries for government land had been one per day during the last week. There still remains considerable desirable land in the county which is subject to entry, but by the way business is starting in this year it will not long remain vacant.

**The Food Drink.**

Anheuser-Busch's Malt-Nutrine is the concentrated nutriment of pure malt and hops. It is the greatest of all tonics. At all druggists.

## CHANCE FOR THREE BRIGADIERS.

**Vacancies in Adjutant General, Commissary and Quartermaster Offices.**

NEW YORK, Jan. 10.—President McKinley will appoint three chiefs of departments in the army with the rank of brigadier general within the next few weeks, says the Washington correspondent of the Herald. The choicest plum will be the last to be given—that of the adjutant generalship, which is to be given to Colonel H. C. Corbin, the ranking assistant adjutant general. Colonel Corbin has recently been transferred to duty in Washington, having for several years occupied the post of adjutant general of the Department of the East, with headquarters on Governor's island. Colonel Corbin is a personal friend of the president, who, in appointing that officer to the adjutant generalship, bestows upon him the highest military honor in his gift. His appointment has the approval of nearly every public man in Washington. Colonel Corbin's appointment is made possible by the retirement of Adjutant General Samuel Breck, who has held the office only since last September, having been appointed to succeed Brigadier General George L. Ruggles.

The commissary general and the quartermaster general of the army will both retire within a few days of each other—Brigadier General William H. Bell, commissary general, January 28, and Brigadier General G. H. Weeks on February 3. The president will not observe any rules of seniority in making the appointments of their successors, Colonel Samuel T. Cushing, whom he has decided to make commissary general, ranks fifth among the officers of his corps, and Colonel Marshall Ludington, whom he will appoint quartermaster general, ranking ninth.

## SALE OF A BIG HERD OF CATTLE.

**Western Union Beef Company Going Out of Business.**

FORT WORTH, Tex., Jan. 10.—The Western Union Beef company has just sold 8,000 steers off its west Texas ranch to Clinton Anderson of Nebraska. The consideration is said to be $175,000. The Western Union company is disposing of all its stock and property located in Texas, Colorado, New Mexico and Montana, and will retire from business. It is the largest cattle company in the United States.

**Deaths of a Day.**

WASHINGTON, Jan. 10.—Colonel Joseph H. Carr, a clerk in the pension office, died here yesterday. At the age of 18 he enlisted in the Fourth Ohio volunteer infantry on April 16, 1861, and served throughout the war, rising successively to the rank of colonel of the One Hundred and Sixty-ninth Ohio volunteer infantry. He participated in the battle of Winchester, Antietam, Chancellorsville, Gettysburg, the Wilderness and the battles about Richmond.

ST. PETERSBURG, Jan. 10.—Count Delieneff, the minister of public instruction, is dead.

LYNN, Mass., Jan. 10.—Seth D. Tripp, whose inventions revolutionized shoe manufacturing, is dead in this city, aged 72 years.

GENEVA, Neb., Jan. 10.—(Special Telegram.)—Charles H. Bassett, an old settler and respected citizen of this city, died very suddenly in Fairmont about noon today of apoplexy. Mr. Bassett left his home this morning seemingly in good health to drive into West Blue precinct, where he was building a barn. He was an old soldier, a member of the post and Knights of Pythias lodge here.

WASHINGTON, Jan. 10.—United States Minister Powell at Seoul, Corea, has reported to the State department by cable that the mother of the emperor of Corea died yesterday at the capital.

BOONE, Ia., Jan. 10.—(Special Telegram.—Mrs. Curtis Hinman, living near Pilot Mound, died of heart disease this morning while sitting in a chair. She was one of the oldest residents of the county and for many years a teacher in the county schools.

It is easy to catch a cold and just as easy to get rid of it if you commence early to use One Minute Cough Cure. It cures coughs, colds, bronchitis, pneumonia and all throat and lung troubles. It is pleasant to take, safe to use and sure to cure.

# ABOUT EXPOSITION FREIGHT

## Arrangements for the Summer Business Under Consideration.

## CONFERENCE AT BABCOCK'S OFFICE

**Local Agents and the Transportation Manager Discuss the Matters of a Joint Agent and Small Shipments.**

A meeting of the representatives of the local railways was held in the office of Manager Babcock of the Transportation department of the exposition this morning to discuss the matter of the appointment of a joint agent at the exposition grounds to handle freight shipments from the various roads. After a desultory discussion of the subject action on the joint agent matter was deferred to a subsequent meeting, to be called by Manager Babcock.

A resolution was adopted declaring it to be the sense of the meeting that the exposition management should formulate a plan for transferring freight to the exposition grounds which is received at the local depots in less than carload lots.

Those participating in the meeting were: J. A. Kuhn of the Northwestern, Allen B. Smith of the B. & M., James Anderson of the B. & M., Lyman Sholes of the Chicago, St. Paul, Minneapolis & Omaha, C. J. Lane of the Union Pacific, J. O. Phillippi of the Missouri Pacific, F. A. Nash and the Milwaukee and G. H. Denton of the Rock Island.

Conversation among the freight men after the meeting adjourned developed the fact that the conference had not been altogether sweet harmony. The proposition to establish a joint agency at the exposition grounds was broached by General Agent Kuhn of the Northwestern, but it did not appear to meet with general favor. Mr. Kuhn said he suggested it because such an institution had rendered first-class service to the railroads and to the shippers at the World's Columbian Exposition. He read reports from the gentleman who acted as joint agent there regarding the work of the agency. It was in existence over two years, and though the joint agent started in with one assistant he was soon compelled to run an office with ninety-five assistants, so greatly did the work increase. Mr. Kuhn had considerable experience with the agency in 1893, and said it would have been impossible for the Chicago railroads to handle the freight for the World's fair had not such a scheme been adopted.

SEVERAL THINGS UNSETTLED.

Some of the representatives of other lines opposed the appointment of an agency, their chief argument being that the freight situation of the Transmississippi Exposition was not at all the same as that found at the World's fair. On account of the opposition drawn forth the proposition to establish a joint agency on the exposition grounds here to look after the handling of less than carload shipments between the terminals of the different railroads and the exposition grounds was withdrawn, at least for the present.

Then it was suggested that the Missouri Pacific, the railroad which practically controls the switching to the exposition grounds, handle the transportation of all freight in less than carload lots from the terminals of the different lines to the exposition grounds. This brought Assistant General Freight and Passenger Agent Phillippi to his feet with the statement that his line would not handle any shipments of freight to the exposition grounds in less than carload lots. This settled that proposition and the freight men thought again.

As a certain way out of the difficulty of handling less than carload shipments from the terminals of the different lines to the exposition grounds it was suggested that less than carload shipments be turned over to some reliable firm for drayage. This brought out objections from the representatives of some other lines. In the meanwhile there was a little controversy on the side being waged between the Union Pacific and the B. & M. Assistant General Agent Smith of the latter line said that so far as his line was concerned its responsibility ended when the goods were delivered at the terminal of the road in this city. Assistant General Freight Agent Lane of the Union Pacific said this was all wrong, that the responsibility of the line did not end until the goods were delivered at the exposition gates, and on this question the rest of the freight assemblage broke about even. The matter in dispute was not finally settled.

CHANCE FOR EXPOSITION.

A prominent freight man said after the conference adjourned without accomplishing anything: "It looks to me as though this question of how shipments of less than carload lots should be handled from the terminals of the lines to the exposition grounds will be finally settled by the exposition undertaking the work itself. If the managers of the exposition are wise that is just what they will do. They can take less than carload lots and make them up into carload lots, have them shipped out to the exposition grounds and charge double the cost of handling the car. In this way the exposition exchequer would be readily reimbursed without especial hardship to any one. I have no doubt but that from $5,000 to $10,000 could be added to the exposition's exchequer in this way. This would certainly be a better course to pursue than to make any concession to any drayage firm for hauling less than carload lots from the terminals of the lines to the exposition gates. The drayage scheme is not impracticable, but I think the plan of having the Transportation department undertake the work is much better, and it would certainly be more profitable to the exposition. The only other way out of the difficulty is to have the Missouri Pacific railroad handle the shipments less than carloads, and that it refuses to do."

## FREIGHT BUSINESS IS GOOD.

**Shipments East and South Are Unusually Heavy.**

While the freight traffic at this season of the year is always more slack than during the fall months, railroad men say that the business is holding up very well. December and the first part of January are considerably ahead of the corresponding periods of 1896 and 1897. There is some grain being sent eastward, and more southward. There is not a great deal of merchandise moving, as the western merchants have long been stocked with their winter goods and have not commenced to move their spring goods.

Transcontinental freight from west to east continues very good. The orange and lemon shipments from California to Philadelphia and New York are beginning to get heavy, and the eastbound movement of Asiatic freight is excellent. On Sunday night the Union Pacific brought in from California a special freight train of thirteen big cars of the Central Pacific. They were loaded with silk and tea from China and Japan, and were destined for New York. On Saturday night another special of eight cars, bound for New York, six cars loaded with silk from Japan and two cars of lemons from California. Both of these trains were turned over to the Rock Island railroad at Council Bluffs. The Asiatic freight is put through in fast time, the special trains being known as express-freights. On both the Union Pacific and the Rock Island the running time of these trains was about thirty-five miles an hour.

**Excursion Rates in Iowa.**

All the Iowa railroads yesterday announced reduced rates of one and one-third regular fare for the round trip from all points in the state of Iowa for the following occasions: Iowa Agricultural society, Des Moines, January 10-15; National Guards' association, Des Moines, January 13-14; Iowa State Veterans' association, Des Moines, January 12-13; Brick and Tile Makers' association, Des Moines, January 13-15; Assembly of state officers, Des Moines, January 11-12; Governor Shaw's inauguration, Des Moines, January 12-13; Iowa convention of Young Men's Christian association, Marshalltown, February 17-20.

**Union Depot Company Done With.**

The last sad rites over the remains of the deceased Union Depot company were held in the B. & M. headquarters yesterday, representatives of the B. & M. and Union Pacific being in attendance. There were no flowers, and the interment was private. In reviewing the career of the deceased, President Kimball and Secretary Taylor called attention to the distribution of the property, according to the terms of the will. The property was divided between the two surviving heirs, the Union Pacific and the B. & M. railroads. What was not divided in this manner was unsuitable for any material use, and was allowed to remain beneath the earth's surface as a subterranean monument to the deceased company. Public sentiment, it was thought, would be against the erection of any monument above the ground. Besides the reading of the terms of the will and the report showing that its provisions had been faithfully executed, nothing of interest transpired at the meeting. There will be no further services in commemoration of the deceased corporation, which failed in the only act it ever undertook.

## OLD LINE TO BE RECONSTRUCTED.

**Denver & Gulf Wished to Be Entirely Free.**

DENVER, Colo., Jan. 10.—In order to secure entire independence from the Union Pacific system the management of the Union Pacific, Denver & Gulf railroad has decided to relay the track between Fort Collins and Cheyenne that was torn up by the old Union Pacific management when in control of the Gulf road, and thus connect the Wyoming division with the Colorado lines.

Five or six miles of track will also be built between Greeley and La Salle to connect the Julesburg branch with the remainder of the system. In this manner the entire trackage of the road will be brought into connection and Gulf trains will not be compelled to pass over any portion of the Union Pacific lines.

When the Gulf is reorganized it is understood that extensive branches reaching from the Cheyenne Northern will be made in Wyoming.

## KNOWS NOTHING OF NEW COMPANY.

**Latest Move in Wisconsin Central Affairs is Not Understood.**

NEW YORK, Jan. 10.—George Coppell, chairman of the Wisconsin Central reorganization committee, referring to the incorporation at Milwaukee of the New Wisconsin Central Railway company, said: "I really know nothing about it. Anybody has a right to incorporate a company. I do not know what the object of this can be. The first mortgage bonds are still on deposit with the United States Trust company to the order of the committee, which has done all it could to get a foreclosure of the road. It is getting up a plan of reorganization. The delay in execution has been unavoidable. The committee has been hard at work and has been right along looking after the bondholders' interests. Mr. Abbott and all other interests concerned are now working in harmony with us."

## MR. CLARK STEADILY IMPROVING.

**To All Appearances He Has Recovered His Usual Health.**

SAN ANTONIO, Tex., Jan. 10.—Ex-President S. H. H. Clark of the Union Pacific is steadily improving in health. With his family, who joined Mr. Clark last week, he is stopping at the Menger hotel, and is apparently well.

**Will Expedite Stock Shipments.**

Regarding the complaints of stockmen based on the slow time made by the Nebraska railroads in handling the stock to the South Omaha market a railroad man admitted that there is much fairness in the complaints. Nearly every railroad in the state has been giving the stockmen the worst of it in the matter of train service, and it is altogether probable that the publicity given to the complaints made at South Omaha will result in some remedy.

It is said on good authority the Union Pacific is at present contemplating putting on another stock train on the second district, from Grand Island to North Platte, in order to improve its live stock train service. An investigation into the delays of stock was made recently and it was discovered that this was what was most needed. The railroad officials concede that eighteen miles in eight hours, as was the case in one instance recently reported, is hardly fair time even for shipments of stock.

**Change in Homeseeker Rates.**

The question of rates for homeseekers' excursions has been settled, at least for the present. A resolution has been adopted by the roads in the Western Passenger association to the effect that no homeseekers' excursion rates will hereafter apply from Chicago to points west of the Mississippi river. It is said the object for the adoption of this resolution is to prevent the Chicago ticket brokers from handling this class of cheap tickets.

While the homeseekers' excursion tickets will not be sold in Chicago they will continue to be on sale at points just outside of Chicago, and all other points in Illinois, Iowa and other states east of the Western Passenger association's territory. The next date for the homeseekers' excursions will be on January 18. On that date the reduced rates from Chicago to Omaha and Council Bluffs that were announced for January 4, the date of the first homeseekers' excursion this year, will not apply.

**President Burt's Plans.**

The party of President Burt of the Union Pacific is expected in Omaha the latter part of this week. Saturday and Sunday were spent in Salt Lake City. While in the latter city President Burt told a reporter that he had no thought of making any official changes, that all the officials of the Union Pacific were competent and reliable men, and that it was entirely premature to talk about any changes. It is understood that on their return from the west President Burt and Vice President Mink will go on to the city of New York to attend the first meeting of the new directory of the Union Pacific. If there are to be any changes in the official family in the near future railroaders look for them to be announced soon after this meeting.

**Wabash Out of the "Low Joints."**

The Wabash railroad yesterday pulled out of the Local Passenger association of Omaha and Council Bluffs. It will be succeeded in the association by the Port Arthur Route. In a letter to the association George Clayton, northwestern passenger agent of the Wabash, says that as the Wabash no longer controls the Omaha & St. Louis railroad, there is no longer a necessity for the representation of that road in the local association.

The Wabash has been one of the "low joints" ever since that institution sprang into existence. Its withdrawal will make no material difference in the composition of the association as it will be succeeded by the Port Arthur Route, to be represented by Harry E. Moores, city passenger and ticket agent.

**Packing House Rates Cut.**

Southwestern rates on shipments of packing house products were subjected to another cut yesterday, but as the rates through all the western country were changed on the same basis, there is but little advantage to the packing houses here. The rate on packing house products from here to Houston and Galveston that will be in effect on and after January 11 is 51 cents per 100 pounds in carload shipments. This is a reduction of 5 cents per 100 pounds. The new rate from Kansas City, on which other transmissouri rates are based, to Houston and Galveston is 45 cents.

**Refunding Offer to Be Withdrawn.**

NEW YORK, Jan. 10.—Kuhn, Loeb & Co., announced today to holders of 6 per cent first mortgage bonds of the Oregon Railway & Navigation company, maturing in 1905, that the offer heretofore made for the refunding of the above bonds into 4 per cent consolidated mortgage bonds, maturing in 1947, will be withdrawn on February 1. Until then the conversion can be effected upon a basis of $1,210 in 4 per cent bonds for $1,000 in 6 per cent bonds, with an adjustment of the accrued interest. It is stated that a larger part of the 6 per cent bonds have already been refunded.

**Mr. Clark's Health.**

Information at Union Pacific headquarters yesterday did not confirm the report that S. H. H. Clark's health was any worse than it has been for some time past. It was said that Mrs. Clark and their son, Hoxie, had contemplated going to San Antonio to join Mr. Clark there for some time.

**Northwestern Rates Getting Settled.**

CHICAGO, Jan. 10.—Passenger rates between Chicago and Minneapolis and St. Paul are now in a better condition than they have been for a long time. A careful test of the market has been made by the chairman of the Western Passenger association and it has resulted in the finding in the offices of the brokers but two tickets issued at cut rates and both of these were over the same road. This is the best showing that the Chicago-St. Paul roads have been able to make inside of three years.

**Agree on Homeseekers' Excursions.**

CHICAGO, Jan. 10.—All of the votes of the interested roads have been recorded in favor of the agreement regarding homeseekers' excursions reached last week by the western roads. Hereafter during the months of January and February none of these excursions will be run into the territory of the Western Passenger association west of the Mississippi river or north of the line of the Missouri. By many of the roads this agreement is looked upon as the entering wedge that is to fully enable them to do away with these excursions altogether.

**Long and Short Haul Suspended.**

CHICAGO, Jan. 10.—The Interstate Commerce commission has notified Chairman Caldwell of the Western Passenger association of the suspension for one year of the long and short haul clause of the law regarding rates into the Kootenai district of British Columbia. The western roads asked the suspension of the clause on this business in order that they might meet the reduced rates made by the Canadian Pacific into the same territory.

**Bonds Are Quickly Subscribed.**

NEW YORK, Jan. 10.—Subscription books for the $1,500,000 first mortgage 5 per cent gold bonds of the St. Louis & San Francisco Railway company's southwestern division were formally opened at the office of Redmond, Kerr & Co., today, but were immediately closed, the bonds having already been heavily oversubscribed. Subscriptions then offered were declined. The bonds were also offered in Boston where a similar procedure was found necessary.

**Illinois Central Receipts.**

CHICAGO, Jan. 10.—The gross receipts of the Illinois Central railroad for the month of December were $2,555,393, an estimated increase of $458,817 over the same month of 1896. For the five months ended November 30, the excess of receipts from traffic over operating expenses and taxes were $3,597,918, an increase over the excess of the corresponding months of 1896 of $955,224.

**Canadian Pacific Earnings.**

MONTREAL, Jan. 10.—Canadian Pacific railway earnings for the week ending January 7 were $401,000; for the same period last, $302,000; increase, $99,000.

**Railway Notes and Personals.**

W. K. Morley has resigned as superintendent of the southern division of the Kansas City, Pittsburg & Gulf.

J. H. Morris has been appointed city passenger and ticket agent of the Kansas City, Pittsburg & Gulf at Kansas City, Mo.

H. S. Ray, local agent of the Rock Island at Wichita, Kas., has been appointed traveling passenger agent of that road, with headquarters at Pittsburg, Pa.

General Solicitor Manderson of the B. & M. has returned from the St. Paul conference of railway officials, the object of which was explained in Saturday's issue of The Bee.

John Proctor, a switchman in the employ of the Northwestern, is at a hospital in Council Bluffs with a fractured leg. He was hurt at Missouri Valley on Saturday.

The Rock Island has made arrangements for the joint use of the tracks of the Kansas City, St. Joseph & Council Bluffs between Atchison, Kas., and St. Joseph, Mo. Its own tracks were washed out by the floods of 1894.

C. A. Bedford, a passenger on the eastbound "Overland Limited" train of the Union Pacific, died on the train at Sherman Sunday. Consumption was the cause of his death. The deceased was accompanied by his wife.

D. F. Hurd, agent of the Red line, has just issued an attractive circular, giving the time on fast freight from Boston, New York and Philadelphia to Omaha, and the rates on all classes of freight to points in Iowa and Nebraska.

Traveling Passenger Agent Carter of the Union Pacific is in at headquarters from Sioux City. He says that during the fall and so far this winter there has been more California travel out of his territory than for several seasons past.

W. K. McFarlin, superintendent of maintenance and construction of the Rock Island, denies that there is any truth in the report recently sent out from Iowa to the effect that the Rock Island was making surveys for a line from Winterset to Greenfield, Ia.

William D. Sanborn, general agent of the Burlington at San Francisco, is in the city today. He reports considerable activity all along the coast in fitting out parties for the Klondike country, and thinks San Francisco is bound to get its share of this business.

T. J. Anderson, whose resignation as assistant general passenger agent of the Rock Island at Topeka, Kas., was announced recently, has declined the position of local freight agent of the road at Topeka, which was tendered, and will retire from the service of the road.

The Oregon Railroad and Navigation company has opened an industrial department with a view to developing the country adjacent to its lines in Oregon, Washington and Idaho. The experiment of raising cotton and tobacco in Eastern Oregon and Eastern Washington will be tried.

W. N. Day is appointed division freight and passenger agent of the Sioux City & Dakota division of the Milwaukee, with headquarters at Sioux City, Ia., to succeed Mr. F. W. Boltz, resigned. In addition to his duties as station agent, C. N. Curtis is appointed commercial agent of the Milwaukee at Sioux City, Ia.

Omaha freight men were glad to learn of the promotion of L. Briggs, formerly stationed here, as western agent of the Nickel Plate railroad. Mr. Briggs has just been made assistant general manager of the Traders' Dispatch line, with headquarters at Buffalo. He was located here four years with the Nickel Plate, and since then has been commercial agent for the same line in Chicago.

The old heavy coupling bar that has formerly rested upon the cowcatcher of engines is being done away with on a number of western lines. On the new engines the cowcatcher is a short affair, and reaching out over this and nearly even with its point is a rigid coupler. The engine can thus be coupled on to any car without the use of a bar. The new device is being put upon all engines as fast as they go into the shop.

The dates of the foreclosure sales, the upset prices, etc., of the lines composing the Kansas Pacific railway, are as follows:

| | | Upset price. | Deposit requir'd |
|---|---|---|---|
| Mortgage. | | | |
| Gov. sub., | Feb. 16, Topeka.. | $2,500,000 | $500,000 |
| East div., | Feb. 17, Topeka.. | 4,500,000 | 200,000 |
| Mid. div., | Feb. 18, Salina... | 5,300,000 | 200,000 |
| Consolid'd, | Feb. 19, Topeka.. | 8,000,000 | 500,000 |
| Den. P., | 18, Feb. 21, Denver.. | 2,000,000 | 500,000 |

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