

CONTROL OF THE SHORT LINE

Oregon Connection of the Overland Again Comes Into the Fold.

ORGANIZATION COMMITTEE SECURES IT

News from New York Starts Local Railroad Circles—President Burt Says He Has No Advice on the Subject.

There was a flurry of excitement in Omaha railway circles yesterday afternoon when the report from New York to the effect that the Union Pacific reorganization committee had obtained a controlling interest in the Oregon Short Line was read in the evening papers. It was at once conceded that the report was most probable, and some railroaders went so far as to say that they had expected such an announcement for some time. The Associated Press dispatch reads:

"NEW YORK, Jan. 12.—It was announced on Wall street today that the Union Pacific reorganization committee had obtained a controlling interest in the Oregon Short Line. This means that through this they would soon take control of the Oregon Railway and Navigation company."

H. Price G. Burt, president of the reorganized Union Pacific railroad, was shown the press dispatch at the headquarters last evening and asked if he would confirm or deny the report. He said: "I have no private information whatever on this matter, so I can neither confirm nor deny the report. I am sorry I cannot give you something on the subject, but I know nothing about it."

"Do you think the report probable, President Burt?"

"I can say is that the reorganization committee would undoubtedly give out a statement if such an event had actually happened. This is nothing but a newspaper rumor."

Attention was then called to a later dispatch to the effect that the Union Pacific was approaching the Oregon Railway and Navigation company. In reply President Burt said: "That is very improbable. I take no stock in it whatever."

"Do you mean in reference to the control of both lines, President Burt?"

"No, specifically in regard to the Oregon Railway and Navigation company."

From his manner and from the fact that he declared only the report regarding the control of the Oregon Railway & Navigation company improbable, it was inferred that President Burt thought the deal for the control of the Oregon Short Line had not yet been consummated, and when it had been the reorganization committee would give out a statement to that effect.

Oliver W. Mink, vice president of the reorganized Union Pacific, declined to speak upon the matter except to say that he had received no information corroborating the press dispatches from New York. He referred all inquiries to President Burt.

WHAT MAY HAPPEN?

Other Union Pacific officials declined to speak for publication, but one of them talked as follows on condition that his name would not be printed. "This is not surprising. In fact, I regard it as highly probable. If you remember the train fight between the Union Pacific and the Oregon Short Line which was waged last summer and early autumn you will recall that it was settled by the purchase of a big block of stock in the Oregon Short Line by the Union Pacific reorganization committee. The control of that stock did not give the Union Pacific the control of the Oregon Short Line, but it came pretty close to it. I surmise that since then another block of Short Line stock has been secured by the Union Pacific reorganization committee, and the acquisition of this gives them an overwhelming majority in what was formerly a branch of the Union Pacific. You do not want to overlook the fact that the Short Line is doubly represented in the directory of the reorganized Union Pacific."

"A part of them, yes, but the bulk of them, no. Of course, I know nothing about the new line, or any line, but I am sure that it has for a certain period a controlling interest in the Short Line." Asked if it is my opinion that if it has not now, it will soon have. Then some of the work done at the headquarters and machine shops of the Short Line will undoubtedly be turned over to a branch of the Union Pacific. I think the Short Line will be operated as a line connecting the line of the Union Pacific, but will maintain independent management, shops and headquarters, the same as the Elkhorn does, notwithstanding its close relations with the Northwestern system. In doing this, I am sure, the Vanders will follow a fixed policy of the Vanderbilts, and I believe it will be carried out in this case."

PRESIDENT BURT HAS RETURNED.

Head of the Union Pacific at Head-quarters Again.

The special train of President Burt and other officials of the Union Pacific came into the union depots shortly after noon yesterday, running as the second section of train No. 6. Though the record-breaking engineer, Tom Grogan, was in the cab, no attempt was made on the gooks or return trip to show the new president how fast trains could be run on the Union Pacific. The trip to Salt Lake City, however, included a thorough inspection of the main line and many of the branches. There were no bursts of speed with the special train, as the inspection could be made to better advantage with the train running slowly.

"When will the meeting of the new directory of the road take place, President Burt?"

"I am sorry, but I cannot tell you."

"Is there anything about the probable action with reference to the purchase of the Kansas Pacific?"

"No, sir, I cannot. I can't tell you a thing that's new; nothing at all."

President Burt found plenty of business to occupy him when he arrived at Union Pacific headquarters, and began transacting it at once. Just before he started in on his work he took a brief trip upstairs, meeting a number of old friends and receiving congratulations from those who had not before met him since his election to the Union Pacific presidency. In the meantime he had a card table set up in the lobby and many of the branches. There were no bursts of speed with the special train, as the inspection could be made to better advantage with the train running slowly.

New Eastbound Grain Rates.

NEW YORK, Jan. 12.—New eastbound rates for grain and grain products (except corn), effective January 25 have been recommended by the managers of the joint traffic association on the basis of 20 cents per hundred, Chicago to New York, with usual differences to other eastern cities. The rate on corn, whether for domestic use or export, has been fixed at 17½ cents per 100 pounds.

Snow Along Railroads.

All the railroads in the state reported snow along their respective lines yesterday morning. The snow throughout Nebraska is about the same depth as that in Omaha. In Kansas the snow along the railway lines is about six inches in depth. In Wyoming there has been no snow since Monday, but the San Francisco railroad was to erect a large freight house of brick to be followed by the construction of a handsome passenger station. All of this work has been indefinitely postponed until the wreckage of the storm can be cleared away.

Confer with Mr. Clark.

Vice President Warner and General Manager Doddridge of the Missouri Pacific have returned to St. Louis from San Antonio, Tex. At the latter place they conferred with maters of interest concerning the Missouri Pacific with S. H. H. Clark. Their visit has given them an opportunity to learn more fully from his present offices S. H. H. Clark would resume the presidency of the Missouri Pacific railroad. While Mr. Clark is not well, it is said his health is in no worse condition than it has been for many months past.

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GOOD FAITH IN DOUBT.

On the question of good faith I hold that there is absolutely no evidence to justify the finding and judgment of the court. In the case of Laramore Bros., St. Louis, Neb., 23, I think our supreme court went to the very verge of liberality in construing the language of the statute so as to fail to comply with a plain statutory provision on the ground of good faith. I find no fault with the reasoning of the supreme court, but I have found principles of substantial justice, even if it does somewhat strain the principle of statutory construction. But I think the application of the supreme court's full force and effect, I still hold that when a party attempts to justify a non-compliance with a plain statutory provision on the ground of good faith, he must show absolute good faith. He cannot act upon mere idle rumor, nor make some attempt to ascertain the truthfulness of the facts upon which he relies. The evidence in this case of Mr. Hitchcock is such that he thought the World-Herald had a law suit in litigation. He does not show what, if any, effort he made to find out which paper had the largest circulation. He was contradicted by a representative of The Bee who showed him an affidavit and a copy of The Bee that he did not know which paper had the largest circulation, but that so far as the sales of the papers at the Paxton hotel were concerned, he found the two Bee's to one World-Herald. From this it will be seen that he had made no inquiry as to which paper had the largest circulation, and this is a violation of the application on behalf of the applicant. All the knowledge he had as to the principles of substantial justice, even if it does somewhat strain the principle of statutory construction, I think he violated.

Hicks for supplying the county with merchandise and supplies during the ensuing year were passed upon and awards were made. With reference to job printing, furnishing blank books and stationery, the award was made to the firm of J. C. & Co. The Curling club will furnish music to parades and the West Point Cadet band will play selections in the hotel lobby.

Prof. Albert Weitz will be one of the new features at the lagoon, where he will open for a short season this evening and give his services on the high-stakes tables, card games and roulette. He will give five exhibitions every evening and at the Saturday and Sunday matinees.

The evening skating and tobogganing is as fine as any one could wish for.

During carnival week the lagoon and ice rink will be lighted with innumerable colored incandescent lights.

The Omaha Curling club is getting its affairs in good shape. A new lot of curling stones have arrived from Scotland and will be tried Saturday, as that is the day set aside for the opening game, at which time all members are expected to be in attendance.

During the carnival the Curling club will play a series of games at night.

Permit for Alterations.

A permit has been issued to Browning, King & Co. to expand \$1,000 in alterations of their building at Fifteenth and Douglas streets.

Don't kick and make yourself generally disagreeable because you've wet feet—some shoes are not much protection in this weather—but you're the opportunity of wearing the ideal wet weather shoe in our new never-slip sole ones—either with veld kid or calf uppers—the veld kid are calf lined and they're \$5.00—the box calf are \$3.00 and they're not calf lined—but have the heavy sole with rubber inserted that makes it possible to go without rubbers—and they won't let you slip—and they will keep your feet dry—to wear them once is to do so always.

Mr. Ralph Kitchen says that he had seen the resolution of the Board of Fire and Police Commissioners, which was a nullity, and which the applicant was bound, in law, to follow. It was a nullity because the Board of Fire and Police Commissioners had no authority to determine in advance the rules of conduct of the members in this chapter desired to publish new rules in this character. The applicant then was bound to know that the Board of Fire and Police Commissioners had no authority whatever to pass such a resolution, and with that knowledge, could not predicate good faith upon such a valid resolution.

A man named Mr. Clegg, of the firm of Estremo, Clegg & Co., of Boston, Mass., who is the auditor of the Pacific Express company did not mean that he would retire from his position as general auditor of the Union Pacific railroad, or that he would sever his relations with the latter company.

Personally Conducted Excursions.

C. A. Rutherford, general agent of the Rock Island's passenger department, yesterday afternoon received a telegram announcing completion of arrangements for the first personally conducted excursion to be run weekly between Boston, Buffalo, Chicago, Omaha and the northern Pacific coast points. The first car leaves Chicago on Friday, January 28, at 1:45 p.m., leaving Chicago the evening previous at 10 o'clock. The westbound car will pass through Omaha on Friday and the returning cars for Boston on Saturday go through here on Saturdays. The route from Boston east for the long trip will be as follows: Boston & Albany, New York,

Central, Lake Shore & Michigan Southern, Chicago, Rock Island & Pacific, Denver & Rio Grande, Western Oregon Short Line and Oregon Railway & Navigation company.

BUYS CHESAPEAKE & OHIO BONDS.

Price Paid Considered Advantageous to the Company.

NEW YORK, Jan. 12.—It was reported in Wall street today that the banking house of Harvey Fisk & Sons had purchased from the treasury of the Chesapeake & Ohio Railway company \$2,281,000 in first mortgage 5s, which had originally been issued to retire the portion of money so maturing next July. Application to list these bonds was made today. The price paid by Fisk & Sons is said to have been \$1.14, making a considerable saving in interest.

At a meeting of the New York Board of Trade today a resolution was adopted changing the name of the Great bid for the establishment of an international bank.

The annual meeting of the American Sugar Refining company was held in Jersey City today. W. B. Thomas and Charles H. Steff were re-elected directors. There was a friendly vote to elect the three bondholders adopted a resolution authorizing the board to keep off residue of earnings over and above the fixed regular rates after the dividend paid this month as working capital.

Brayton Irvin, formerly president of the Northern Pacific Railway company, was elected as elected president of the Metropolitan Power company to succeed Thomas H. Holden, deceased.

ALBANY, N. Y., Jan. 12.—A certificate of increase of capital stock of the Pacific Postal Telegraph Cable company from \$89,000 to \$1,000,000, was filed today with the secretary of state. The liabilities of the company are \$142,727.

PENNSYLVANIA'S HANDSOME TRAIN.

All New Cars for the Chicago-New York Service.

CHICAGO, Jan. 12.—A new outfit of equipment for the Pennsylvania's "Pennsylvania Limited" train was exhibited today in the Union depot. It went into active service this afternoon. The new equipment is fresh from the Pullman car shop and it is claimed for it that it is the finest ever turned out by that company. The train consists of five cars, all similar in outward appearance, but showing great variety in their interior arrangement and finishings. Outside the train presents a peculiar combination of colors. The front train consists of the lower part of the bodies of the cars from the windows down sides were yellow, while the upper part was dark green, and the roof black. While the interior woodwork of all the cars was mahogany, there was great variety displayed in the design of the armchairs. The train is vestibuled throughout and lighted with both gas and electric lights.

STILLWELL WILL RUN EXCURSIONS.

Gulf Road Will Take Homeseekers to the South.

KANSAS CITY, Jan. 12.—Despite the efforts of other western roads to stop the homeseekers' excursions advertised by the Kansas City, Pittsburg & Gulf road to start on January 18 and to run regularly every two weeks thereafter, President A. E. Stillwell of the latter road has issued circulars announcing the excursions would be maintained at the rates advertised. The announcement is made that tickets go over the Gulf road will be sold in every town in the United States where agents can be secured.

Stonewall Interfers with Construction.

The severe cyclone at Fort Smith, Ark., has interrupted a considerable lot of railroad construction work which had recently started in that vicinity. Just before the terrible storm came along several hundred men had commenced to build a line that was to connect Fort Smith with the main line of the Chicago, Milwaukee & St. Paul. On Dec. 21, 1897, the road had issued circulars announcing the excursions would be maintained at the rates advertised. The announcement is made that tickets go over the Gulf road will be sold in every town in the United States where agents can be secured.

MAY YET HAVE THE ICE PALACE.

Management Hoping for Cold Weather Soon.

The exposition lagoon is steadily growing in favor as a skating ground. The ice is in excellent condition and the management of the lagoon is making every effort to make it a popular resort. If cold weather intervenes the ice palace will be erected between now and Tuesday of next week, and a most entertaining series of events will be arranged with the galas as the weather is too warm for an ice palace the big Manufacture building will be made ready and the exercises will take place there. There will include a masque and a series of entertainments.

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