

WOULD BOW TO CZAR

Prince Tuan and General Tzu Fu Sian Ready to Yield to Russia.

PAY FOR BEAR'S AID AND PROTECTION

Ask Help for Project to Conquer Northern China Provinces.

BAIT FOR LOWER CHINESE INDEMNITY

Condition is that Siberian Railway Has Freedom of Manchuria.

NEW PROPOSALS ADVANCED TO JAPAN

Mikado's Advisors Show No Sign of Yielding and Mutual Understanding Proposed Has No Promise of Fulfillment.

LONDON, April 18.—The Daily News publishes the following from its Shanghai correspondent: "I learn that Prince Tuan and General Tzu Fu Sian have sent a deputation to the Russians in the vicinity of Lake Baikal, praying for aid and protection and declaring their readiness to acknowledge the suzerainty of Russia if the Russians would help their project for reconquering the northern provinces of China."

"It is expected that the palace fire will give the emperor another excuse for delaying the return of the court to Peking."

Some of the London papers publish a statement that Russia has offered to reduce her indemnity claim to £10,000,000, on condition that China signs the Manchurian convention and grants further concessions in connection with the Siberian railway.

"Russia has made new and specific proposals to Japan," says the Yokohama correspondent of the Daily Mail, "for a mutual understanding, but Japan gives no sign of accepting."

SQUADRON GETS A WELCOME

Kingston Folks Make Holiday of Admiral Farquhar's Short Stop There for Coal.

KINGSTON, Jamaica, April 18.—This port is in holiday attire today owing to the arrival of the United States North Atlantic squadron, commanded by Rear Admiral Farquhar.

The warships were saluted and returned the salutes early this morning and the admiral landed at 11 o'clock. The governor of Jamaica, Sir Augustus Hemming, and Commodore Davis visited Admiral Farquhar on the Keokuk. Later the American admiral visited the governor at the government house. The squadron will coal here and leave at daylight tomorrow.

CAPE TOWN EDITOR GUILTY

P. H. Malan of One Land Convicted of Libeling General French and sentenced.

CAPE TOWN, April 18.—P. H. Malan, editor of One Land, has been found guilty of libel. He was not sentenced.

One Land is the principal Afrikaans newspaper in Cape town. Mr. Malan was arrested in January in connection with a libelous article, consisting of reflections upon the conduct of General French and his troops. The authorities accepted bail in the sum of £500. He was committed for trial January 11 of the present year.

PRINCESS CHIMAY IN LONDON

Rigo, Her Gipsy Husband, is After an Alhambra Music Hall Job.

[Copyright, 1901, by Press Publishing Co.] LONDON, April 18.—(New York World Cablegram—Special Telegram.)—Princess Chimay is now in London, where her husband, Rigo, is negotiating for an engagement at Alhambra music hall.

Fresh Outbreaks of Plague

VANCOUVER, April 18.—The steamer Aorang, from Sydney, brings news of fresh outbreaks of the plague at Brisbane and Perth. The serious phase is the appearance of the plague in the Dunwich insane asylum, where there are 1,000 inmates. Nearly all the inmates are said to be aged and incurable, so the outbreak has aroused the gravest apprehension. Dunwich is situated on Stradbroke Island, and is the asylum for the entire state.

Brings British Columbia Nearer

OTTAWA, Ont., April 18.—The railway committee of the House of Commons today granted a charter to the Crown West Coast Southern Railway company. This road will connect the extensive coal fields of British Columbia with railroads in the United States.

New Ambassador Will Come

ROME, April 18.—Yesterday King Victor Emmanuel signed the royal decree placing Baron Pava, late Italian ambassador to the United States, on the retired list and appointing Marquis Carbonara di Malaspina his successor at Washington.

STILL HAS STRIKE TROUBLES

McKeesport's Railroad Men Suddenly Start Fight for Longer Hours at Dinner Time.

McKEESPORT, Pa., April 18.—After safely passing through one labor trouble, McKeesport has just entered another. At 1:30 o'clock tonight, all the hands employed on the McKeesport connecting railroads struck for longer dinner hour. The men at present have to return to work immediately after they are through eating their midday meal and they now demand forty-five minutes. The strikers include the engineers, firemen and brakemen in the yards of the National Tube works, rolling mills, Monongahela blast furnaces and Monongahela Steel works of the National Tube company, numbering fifty men.

The men are all members of the Brotherhood of Railroad Trainmen and their union is expected to back the men in their demands. A committee, who was appointed to confer with the officials, was dismissed when he had stated the demands of the men. This action of the committee officials has raised the ire of the strikers and this evening they left their positions. The action of the railroad heads will cause the suspension of the entire plant and this will cause 10,000 men to be thrown out of employment. Up to 9 o'clock tonight the plants were all running, but it is thought work will be suspended before midnight.

MORGAN HEARS THE BUDGET

Billion-Dollar Trust Creator Takes Lively Interest in British Deficit.

[Copyright, 1901, by Press Publishing Co.] LONDON, April 18.—(New York World Cablegram—Special Telegram.)—J. Pierpont Morgan was in the distinguished stranger's gallery at the House of Commons tonight during the reading of Sir Michael Hicks-Beach's budget statement. He came on a special train from the speaker and was accompanied by Clinton Dawkins, junior partner of J. P. Morgan & Co. of London. Morgan followed the chancellor of the exchequer's speech with the closest interest, exchanging a word with his colleagues except to ask a question about the qualities of the different rubbers. He was interviewed when leaving the gallery for dinner by a reporter for the World. When asked what he thought of the chancellor's statement, he replied: "I am not here to talk, but I will say I thought it very fine, and as an exposition of complicated financial details I never heard anything better of its kind or better sustained."

"What do you think of the principle laid down, that the masses should be made to pay a share of the war expenditure?" he was asked.

"It is a sound principle, of course. It brings home the responsibility. But I can't say any more. I want to get back to hear the remainder of the discussion as soon as possible."

Mr. Dawkins looked unhappy when Mr. Morgan was approached, being evidently annoyed at his being so conspicuously in the lobby recognizing the great billion-dollar trust creator, although his rather striking appearance attracted attention.

KAISER IS TOLD OF THE FIRE

Moved by the Intelligence He Paces and Ponders on the Quarterdeck.

[Copyright, 1901, by Press Publishing Co.] BERLIN, April 18.—(New York World Cablegram—Special Telegram.)—Telegrams announcing the burning at Peking of the imperial palace were immediately forwarded to Emperor William at Kiel. They reached him as he was taking breakfast on board the yacht Kaiser Wilhelm der Zweite. The emperor was deeply moved by the intelligence and subsequently walked a few times in the silence of the quarterdeck of a battleship, pondering over the significance of the event.

SPURNS OFFER OF BRIBE

Tennessee Senator Makes Sensational Charge Against Ex-Comptroller Harris and Asks Protection.

NASHVILLE, Tenn., April 18.—Senator W. B. Etridge of Memphis, in open session of the senate today, accused Ex-Comptroller James A. Harris of an attempt to bribe and precipitated one of the most sensational scenes ever enacted in the halls of a Tennessee legislature. He charged that Mr. Harris had come to him at his seat in the senate chamber this morning and offered him \$500 and promised him to have withdrawn a suit pending against him on the condition that he would vote for the terminal bill when it came up on a motion to re-

The terminal bill, which provides for an amendment to the charter of the Louisville & Nashville Terminal company, forcing it to allow the use of the terminal facilities by any railroad which may demand them and which was advocated by Colonel Jere Baxter and others as a means to let the Tennessee Central into the terminal station here, was defeated in the senate Tuesday, but a motion to reconsider was made.

WILL ASSIST PACIFICATION

Establishment of Provincial Government in Cebu Likely to Oblviate Recurrence to Military.

CEBU, Island of Cebu, P. I., April 18.—The act establishing provincial government in Cebu was passed today. Julio Lorente of the supreme court of the Philippines, who is a native of Cebu, was appointed governor. The United States Philippines commissioners announced that they were satisfied with the act pointing out that otherwise there would be a recurrence to military government.

The adjacent pueblo of San Nicholas was added to the city of Cebu, though against the protest of the inhabitants of most towns in this island, who have been conducting what are practically insurrection local governments, including the collection of taxes, all of which has been permitted by Lieutenant Colonel McClernand, military governor, who justifies this principle on the ground that it is all carried on under military supervision. Most of the subordinate military officers favor a more vigorous policy. The commissioners are disappointed at the conditions in Cebu. Senator Lorente, who is an honorable and capable man, is opposed by a considerable native faction, but his administration is expected to relieve what is admittedly a state of siege.

Lieutenant Frederick S. Young of the Forty-fourth volunteer infantry was appointed treasurer of Cebu and Lieutenant Colonel J. M. Smith of the Twenty-third infantry, was appointed supervisor.

CUBANS COMING SATURDAY

Commission is to Start for Washington via Tampa Next Saturday.

HAVANA, April 18.—Senator Betancourt has been appointed to the Cuban commission by the Cuban government to go to Washington caused by the resignation of Senator Berriel. The commission will start for Washington next Saturday via Tampa.

Cubans to Live, but in Prison.

HAVANA, April 18.—Governor Wood, in accordance with public sentiment has commuted the sentences of two Cubans, Dunbar and Soza of Matanzas, from death by the garrote to imprisonment.

To Dredge Cuban Harbor.

HAVANA, April 18.—Michael J. Dady, a Brooklyn contractor, has been awarded a contract, amounting to \$550,000, to dredge Cardenas harbor.

Movements of Ocean Vessels April 18.

At New York—Arrived—Meamba from London; Barbacosa, from Bremen; Sailed—Lorraine, for Havre; Sailed—Lorraine, for Hamburg; via Plymouth and Cherbourg.

At Glasgow—Arrived—Ethiopia, from New York; Sailed—Ethiopia, for New York.

At Queenstown—Arrived—Commonwealth, from Boston; Sailed—Commonwealth, for Boston.

At London—Sailed, April 17—Theno, for Southampton; Sailed—Enterprise, for San Francisco.

At Baltimore—Sailed—Enterprise, for San Francisco.

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LOST IN SAVING HIS DOG

Finding of General Schwartzoff's Body Starts Another Theory.

DESTRUCTION OF PALACE IS SURE

Military Occupation of Emperor Dowager's House Created Bad Feeling and Present Circumstances May Encourage It.

BERLIN, April 18.—The body of General Schwartzoff, who was killed this evening in a dispatch from Peking, has been found. The body of his dog was first found and it is supposed the general entered the palace to rescue the dog.

The suspicion of incendiarism is not borne out. It is believed the fire originated in the pantry near Von Walderssee's kitchen. Lieutenant Colonel Marchand, the French officer who came into prominence at the time of the Fashoda incident, distinguished himself in the work of rescue.

The Germans are greatly aggrieved at the loss of General Schwartzoff. Count von Walderssee and most of his staff escaped in their night clothing, the fire having broken out about midnight. Many valuable treasures were lost and also the German records of the allied forces.

General von Loosel, who was to have taken charge of the Peking expedition, lost all of his clothing and will be delayed here until Sunday.

Before the fire had been discovered it had attained uncontrollable dimensions and it spread with great rapidity over the score of rooms containing the emperor's valuables. Valuable presents destined for Emperor William were destroyed. The appliances for fighting fire were inadequate and the flames were not extinguished until 2 a. m. It is reported that a German sentry perished. Count von Walderssee is suffering considerably from shock.

Washington Hears of It.

WASHINGTON, April 18.—The secretary of state received a cable message this morning from Mr. Squires, United States charge at Peking, dated at Peking, April 18, saying that the winter palace occupied by Von Walderssee was destroyed by fire and General Schwartzoff, chief of staff, was fatally burned.

This incident may prove more serious than appears on the surface. It is known from diplomatic communications received in Washington that intense feeling has been aroused among the Chinese over the occupation of the emperor dowager's palace by Count von Walderssee and his military staff. This was graphically set forth in a letter recently received here from one of the foremost officials at Peking. He described in detail the manner in which the palace had been turned over to military use and commented upon the indignity which it involved to the Chinese people and to the imperial family. Moreover, it is known that this military occupation of the imperial palace was a moving cause for the rejection of all overtures for the conclusion of a treaty with the Chinese people. From the Chinese standpoint it was impossible to even consider the return of the imperial family so long as the commander-in-chief of the allied forces was in actual occupation of the emperor's palace.

Now that the palace is entirely destroyed, it may have a bearing on the return of the imperial family. While there is no longer the objection that the palace is occupied by the foreign commander, yet an objection is engendered in the mind of the Chinese people, for under Chinese usage the imperial family must occupy those exclusive quarters reserved for them within the prohibited precincts.

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WINNER BRIDGE PIERS SOLD

Property of Kansas City & Atlantic is Disposed of to Satisfy Mortgage.

KANSAS CITY, April 18.—The Winner bridge piers in the Missouri river at this point and other terminal property of the Kansas City & Atlantic railroad, was sold at auction at noon today to Theodore C. Bates of Worcester, Mass., for \$100,000. The sale was made to satisfy a mortgage for \$100,000 in trust by the Massachusetts Loan and Trust company of Boston, and the property was purchased in the interests of the bondholders.

The sale will end the receivership of the property and will terminate ten years of litigation. Mr. Bates is at the head of an eastern syndicate which controls the property and which will, it is said, begin a reorganization of the terminals that will result in the building of a large passenger station that will afford means for an entrance into Kansas City from the Baltimore & Ohio Southwestern, the Chicago & Northwestern and other railroads.

The bridge will also be used, it is said, to bring in suburban electric roads now being projected from St. Joseph, Liberty, Excelsior Springs and other places. Mr. Bates is quoted as saying that the bridge would be finished within a year from date. The property includes the Winner piers, built during the boom days of 1888, and on which will be constructed a steel bridge, a few miles of track, trackage and other property on both sides of the river.

The sale was conducted by W. A. Knott, master-in-chancery, and took place at Harlem, a small station on the road across the river from Kansas City. Besides Mr. Bates, the only others present at the sale were George A. Goussier, master-in-chancery, and Lee of Boston, who are all interested in the eastern syndicate. Mr. Bates made the only bid, offering \$100,000 for the property, and the piers and terminals were knocked down to him promptly. He gave a certified check for \$100,000 to the master-in-chancery. But fifteen minutes' time was consumed in the transaction. The sale will have to be confirmed by the federal court.

SETTLE EXCURSION RATES

Passenger Association Fixes Rates for Buffalo Exposition and Important Conventions This Year.

DEL MONTE, Cal., April 18.—The Transcontinental Passenger association will not get through its business before tomorrow noon. Work was continued all day, with brief intermissions at noon and the dinner hour. The principal business accomplished today was the fixing of rates for the various conventions during the year. The round trip rates for the Pan-American exposition at Buffalo from San Francisco was fixed at \$10.00, and for the Chicago convention to the Missouri, plus one first-class fare added to \$1 from Missouri river points to Buffalo. These tickets will be sold June 3 and 4, July 3 and 4, August 22 and 23 and September 5 and 6 and apply by all direct routes. An additional rate of \$1.50 is made for tickets via Shasta route and Oregon Railway & Navigation line and an appropriate rate is added for direct routes from other California points. The same rates as above were fixed for the Baptist "Young People's" international convention at Chicago for the National fraternal association at Detroit in July of this year.

For the Grand Army national encampment at Cleveland, September 6 and 7, one thirty-day fare is to be the excursion rate, with the same condition as the Pan-American exposition rates. The rate for the convalescent of Modern Woodmen of America at St. Paul is also one thirty-day fare. The return limits of tickets sold according to the rates made for the Elks' convention at Milwaukee, the National Educational convention at Chicago and the Knights Templar convocation at Louisville was today extended from thirty to sixty days.

Rates to Buffalo Exposition.

CHICAGO, April 18.—The rate of one fare plus \$2 for the round trip, which the Wabash road has announced as its price for tickets from Kansas City to Chicago via points to Buffalo during May, will be applied generally by western roads on business originating in this territory. The Northwestern, the Milwaukee & St. Paul, the Santa Fe and the Burlington have announced their intention of making this rate, and it is said other roads will follow.

Walker's Chair Remains Vacant.

NEW YORK, April 18.—The executive committee of the Atchafalaya railway met today, but took no action over the resignation of the chairmanship vacated through the death of Abdo F. Walker. It is said there is not likely to be any election to that office for a considerable time. It is possible that the office may be allowed to lapse, or at any rate, that the directors may have been entertained as a possibility when we took the property were long ago abandoned.

HILL INVITES HOT BOXES

Tells Traffic Officials to Clear Tracks for Fast Time from Seattle.

ST. PAUL, April 18.—President J. J. Hill of the Great Northern railway started back from Seattle at noon today, after telegraphing to the traffic officials in this city to "make time." Just why he has given this order is unknown, but a remarkably short trip is looked for. The special is light and carries two engineers, who relieve each other every 200 miles, using one engine for the entire trip.

MORE OKLAHOMA RAILROADS

Muskogee Subscribes Sixty-Four Thousand Dollars for Double Enterprise.

MUSKOGEE, I. T., April 18.—At a mass meeting of citizens of Muskogee, a \$65,000 subscription for two railroads, one to run from this place to Shawnee, Okla., and the other to run from Shawnee, Okla., to Muskogee, was organized. The Muskogee, Oklahoma & Western, to run from Fort Gibson to Guthrie. Both roads are to be in operation in twelve months and with terminals and shops at Muskogee.

FOR BURLINGTON SHARES

Perkins States that Two Hundred Dollars Each Will Be Offered.

MORGAN WILL TAKE BONDS AT PAR

His Company in Behalf of Syndicate is to Offer to Purchase Fifty Millions of Them—Other Particulars.

BOSTON, April 18.—The first authoritative announcement concerning the negotiations for the purchase of the Chicago, Burlington & Quincy railroad by the Northern Pacific and Great Northern was given out this evening from the office of the Boston news bureau in the form of a statement from Charles E. Perkins, director and former president of the Chicago, Burlington & Quincy, as follows:

"Mr. Perkins says it was practically settled this afternoon that a formal offer of \$200 per share will be made in the course of a week or two, payable in the joint 4 per cent bonds of the Great Northern and Northern Pacific companies, secured by a deposit of Chicago, Burlington & Quincy stock in trust, and that Messrs. J. P. Morgan & Co. in behalf of a syndicate, will offer to buy \$50,000,000 of the bonds at par. Mr. Perkins says that personally he is in favor of accepting the proposition."

Ready to Write New Bonds.

NEW YORK, April 18.—The Journal of Commerce tomorrow will say: "It was learned from reliable authority last (Thursday) evening that the details for the purchase of the Chicago, Burlington & Quincy by the Northern Pacific and Great Northern have been completed. The basis of the transfer will be 4 per cent bonds, guaranteed by the Great Northern and Northern Pacific jointly, for the stock to be acquired. It will comprise an issue of \$200,000,000, and will be in the proportion of \$200 in bonds for each \$100 in stock, amounting, in effect, to a guaranty of 8 per cent on the stock. These terms have been accepted by the Burlington interests and a powerful syndicate has been organized to underwrite the new bonds."

"The syndicate will take them at par, with commissions off. Until quite recently the proposition was to take the Burlington on the basis of 2.38 in 3 1/2 per cent bonds. Those mentioned as participating in the transaction are the Chase National bank, City National bank, Bank of Commerce, First National bank, J. P. Morgan & Co., Kuhn, Loeb & Co., and Kidder, Peabody & Co. The new arrangement does not, it is understood, contemplate the loss of identity on the part of the Burlington and the proposition is not one involving the formation of a formal transcontinental line which has extensive control of its own traffic. Such a course would subject all three roads to severe discrimination from competing lines, which would naturally result any change in the present basis of exchanging freight and passengers."

Some of the results.

The Northern Pacific connects with the Burlington at St. Paul and at Billings, Mont. By possession the Northern Pacific will obtain entrance into Chicago, St. Louis and Kansas City.

In the Burlington system there are 7,597 miles of road owned, leased and controlled, and in the Northern Pacific system there are 5,203 miles, a grand total for the two systems of 12,800 miles. The Northern Pacific Railway company has outstanding \$80,000,000 of common stock and \$75,000,000 of preferred stock. Its various bond issues aggregate \$127,842,000.

Besides these bond issues there are \$5,054,000 of bonds underlying the St. Paul & Northern Pacific system. The Northern Pacific has \$18,769,800 of stock and \$134,334,400 of various issues of bonds, of which \$24,356,000 are consolidated mortgage bonds, \$26,177,000 are consolidated extension bonds and \$26,214,000 are Illinois division bonds.

The Great Northern connects with the Burlington at Minneapolis and makes in addition a number of other close connections—notably reaching Sioux City as the southern terminal of the Great Northern, which is close to Omaha and Council Bluffs on the Burlington.

The Great Northern operates directly 4,067 miles and, including stocks owned by roads operated separately, 5,413 miles. Burlington has outstanding stock of \$89,769,500 and a funded debt of \$145,187,000, a total capitalization of \$234,956,500.

NO OFFICIAL DUTIES THAT THE CENTRAL IS TO BE PLUCKED FROM THE SOUTHERN.

NEW YORK, April 18.—The Evening Post says: The Central Pacific and the Union Pacific interests propose to call in and retire Southern Pacific collateral trust bonds, in order to segregate the Central Pacific railroad from the Southern Pacific and merge it with the Union Pacific, which was current at the time of the absorption and was retained today. It is authoritatively denied.

One of the highest Union Pacific interests said today: "There is no ground for these reports. The Southern Pacific will continue to be operated as an entirety. There is no thought of dividing the system. Any such ideas to that end which may have been entertained as a possibility when we took the property were long ago abandoned."

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