

UNION PACIFIC PLANS.

STATEMENT ISSUED BY THE REORGANIZERS OF THE ROAD.

FOR FAIR SETTLEMENT.

EFFORTS TO ENFORCE LIENS OF FIRST MORTGAGE TO HELP BONDHOLDERS.

NEW STOCK TO BE TURNED OUT

RECEIPTS AND EXPENDITURES ON PRINCIPAL DIVISIONS FOR TEN YEARS.

NEW YORK, N. Y., Oct. 17.—The reorganization committee of the Union Pacific Railway Company—Louis Fitzgerald, Jacob H. Schiff, T. Jefferson Colledge Jr., Chauncey M. Depew, Marvin Hughitt and Oliver Ames—with the co-operation of Kuhn, Loeb & Co., bankers for the committee and managers of the reorganization syndicate, have issued a plan for the reorganization of the property. The committee states it to be its purpose, while continuing all proper efforts to reach a just and fair settlement of the Government debt, to enforce the liens of the first mortgage in the interest of the bondholders and of the objects of the reorganization plan.

It is stated that the fixed charges under reorganization are based on the lowest results of the operation of the main lines during the time of the greatest depression, and the plan submitted has been prepared with the purpose of insuring full returns to the depositing security-holders, with immediate and continuing cash provision for matured and maturing interest upon first mortgage main line bonds pending reorganization.

The main lines of the Union Pacific Railway Company affected by the proposed reorganization include the Union division, Council Bluffs to Ogden; Kansas division, Kansas City to Denver; Leavenworth division, Leavenworth to Lawrence; Cheyenne division, Cheyenne to Denver; a total main line mileage of 1,827.50 miles.

Balances due on outstanding lands and town lot contracts on December 31, 1894, on Union, Kansas and Denver Pacific divisions were \$6,162,751.65, and the unsold grant lands (excluding those under contract) amounted on that date to \$1,254,000 acres, of an estimated value of \$15,378,500. The bonded indebtedness of the Union Pacific Railway Company on October 1, 1895 (including collateral trust obligations amounting to \$20,092,000, and not embraced in the plan) amounted to \$67,386,350, and the debt to the Government was principal \$38,539,312, and interest, approximately after deducting estimated value of the sinking fund, \$19,500,000. The total funded debt is stated at \$140,425,662. The outstanding capital stock of the present company is \$60,808,500.

The fixed charges and deductions from net earnings of the company, including interest on bonds, sinking fund and Government requirements are stated for a period of five years, the average fixed charges for these years being \$8,202,001.28. This is stated to be exclusive of the excess of interest of the debt to the Government over the net earnings applicable under the Thurman and other acts and of interest on bonds held in main line mortgage trusts under conversion provisions and of the obligations of the railway company under the traffic guarantee. It is shown that including those items the fixed and other charges prior to the stock of the year 1892, being the year just preceding the receivership, aggregated the sum of \$7,881,475.44, or a sum greater by \$881,475.44 than the amount necessary to pay the annual interest upon the maximum issue of the preferred stock contemplated in the reorganization plan.

A statement of the gross earnings and of net earnings, taxes deducted, for a period of ten years—1885 to 1894 inclusive—is presented with the stated result that the average net earnings for this period were \$7,563,669.10, or an amount greater by \$563,669.10 than the maximum interest and dividend requirements upon the new bonds and preferred stock provided for in the reorganization plan.

It is noted that the lowest net earnings realized by the Union Pacific Railway were those of the year 1894, when they were \$4,315,977.25, or \$3,157,175.19 in excess of interest on the maximum amount of proposed bonds of the new company.

The reorganization plan contemplates the issue by a new company of first mortgage railway and land grant, fifty-year 4 per cent gold bonds, \$100,000,000; 4 per cent preferred stock, \$75,000,000; and common stock, \$61,000,000. The new bonds are to be secured by a first and only lien upon the main line mileage of the Union Pacific Railway, equipment, land grant, lands and land contract balances and upon such branches of railway as the committee shall avail of through the ownership in mortgage trusts of branch-line bonds.

The preferred stock is to be entitled to 4 per cent non-cumulative dividends, payable out of net or surplus earnings before the payment of any dividend on the common stock.

The stock of the present company will be assessed \$15 per share, the holders receiving preferred stock for the amount of their assessment and common stock equal at par to their then present holdings.

reorganization, any outstanding first mortgage bonds and Omaha bridge bonds, and to deposit the same under the plan, and if advisable to purchase also all or any defaulted coupons and interest assignments on Omaha bridge bonds. The time for declaring the plan operative is limited to December 31, 1896, with the right on the part of the committee to extend the time to June 30, 1897.

NORTHERN PACIFIC PROSPERITY.

In His Report President Ives Scores Dishonest Management.

NEW YORK, N. Y., Oct. 17.—The annual meeting of the Northern Pacific Railroad Company took place to-day. In an address to the stockholders President Brayton Ives said that the net earnings for the year ending June 30 were greater by \$1,384,204 than those of the previous year, and the increase to date of the present fiscal year over the corresponding period of 1894 was \$876,448. Moreover, abundant crops and reviving business afforded ground for the belief that the improvement would continue.

President Ives said that the old receivers having been removed, the suit against Henry Villard to recover \$550,000 illegally obtained in connection with the Northern Pacific and Manitoba road would be pressed. The receivership was a record for legal services and \$682,143 for salaries, making a total of \$1,575,239 for administration expenses. The expenses in the second year of the receivership were \$255,000 greater than the first. In conclusion President Ives said:

"The stockholders are to be congratulated upon the failure of a plan formulated by the Adams committee, which, under the guise of reorganization, was intended to secure the absorption of the Northern Pacific by the Great Northern and its elimination as an independent corporation. It is rumored that the same parties are striving to reach the same end by different means, but there is little prospect of success. The Northern Pacific has seen its darkest days. For years the road has been weighted down by incompetency or by dishonest management.

The directors were thanked by resolution for advancing money to protect the company's interests and preserve its existence, and they were furthermore requested and authorized to continue to prosecute claims of the company. The following directors for the ensuing year were elected: August Belmont, Henry L. Burnett Jr., Horace Harding, Marcellus Hartley, E. C. Heeler, Brayton Ives, Donald Mackay, William E. Rogers, W. F. Sanders, John E. Searles, George R. Sheldon, Winthrop Smith and C. Tower Jr.

MOUNTAIN AND PLAIN FESTIVAL.

Ute and Pueblo Indians Lend Color to the Colorado Celebration by Their Gaudy Attire.

DENVER, COLO., Oct. 17.—The festival of Mountain and Plain has eclipsed all expectations. The programme to-day included an excellently handled military parade in the morning, an exhibition at City Park of the allegorical mineral and horticultural floats of yesterday's parade and a wheelmen's parade in the evening. The Ute and Pueblo Indian camps, the camp of the Colorado National Guard and the midday camp of the regular troops and cavalry from Fort Logan afforded scenes of great interest. The great throngs of visitors were entertained to-day by many more excursion trains.

The dances of the Indians dressed in their brightly colored blankets and buckskins, with decorations of beads, feathers and ribbons of gaudy hues, were the most picturesque attractions of the day.

The city has been decorated with the yellow and white carnival colors, and all the electric illumination effects of the Knights Templar conclave of three years ago have been repeated for this occasion. The wheelmen's parade to-night was an immense affair.

CASHIER COLEMAN'S THEFTS

FIFTY THOUSAND DOLLARS THE AGGREGATE OF THE MANEY EMBEZZLEMENTS.

IN HIS CONFESSION HE FAILED TO TELL OF THE BEST NOTES REDISCOUNTED.

FORT SCOTT, KANS., Oct. 17.—The aggregate of the embezzlement from the closed State Bank of this city, ex-Cashier J. R. Coleman is declared by Vice-President J. J. Stewart to be fully \$50,000. This has renewed the excitement and shattered the hopes of many of the depositors and all of the stockholders. The amount stolen is two-thirds of the paid-up capital stock and more than the other third will be required to collect on the securities.

Coleman literally robbed the bank of all the cash except \$2000 of the reserve fund and realized on \$20,000 of the best securities by rediscouinting them. The recalcitrant cashier has made a statement to Vice-President Stewart, telling from which accounts he took the money, and says that most of it was taken since he made his last statement (in July). He confessed having stolen the following accounts: Kansas City banks (cash) \$5900, St. Louis banks (cash) \$4200, New York banks (cash) \$2500, reserve fund \$9000, deposits on certificates (cash) \$3400, rediscounted notes \$11,000.

The examination has resulted in the development that Coleman in his confession did not tell all, as \$20,000 of the best notes cannot be found, and some of them are known to have been rediscouinted in St. Louis. The fact that the robbery was systematically perpetrated under the very eyes of the officers, and that the delinquency so far exceeds the sum first announced has created consternation.

Coleman will be arrested as soon as he recovers sufficiently to be taken to jail. He is still helpless from nervous prostration and is perfectly childlike.

TARRED AND FEATHERED A JEHU.

An Insult to the Governor Was Vigorously Punished by Residents of Colorado.

GREELEY, COLO., Oct. 17.—Scott Marshal, a colored hack-driver, was taken out of the city jail late last night by a mob, who gave him a coat of tar and feathers and then ordered him to leave town. Marshal is an ex-convict and of an ugly disposition. The citizens of Greeley learned that he had insulted the Governor's party on "Potato day," last Tuesday, and though Marshal had been promptly arrested, that punishment had been deemed too light for the offense.

The offense occurred when General Klee,



MERE MENTION OF THE MONROE DOCTRINE SCARES CLEVELAND NEARLY TO DEATH.

aid to Governor McIntire, requested the colored driver to move his team closer up so that the conveyance containing the Governor's party might drive up. Marshal refused and let loose a volley of vile epithets in response to the courteous request.

TERRIFIC DYNAMITE EXPLOSION.

Several Men Thrown a Distance of Fifty Feet, and Two Were Seriously Injured.

NIAGARA FALLS, N. Y., Oct. 17.—A terrific explosion of dynamite occurred on the Gorge Railroad excavation here this morning by which two men were badly injured. A laborer was thawing out some dynamite in a pail of hot water when it became overheated and exploded, demolishing a frame boiler-house and throwing several men a distance of fifty feet.

SIX MEN WERE INJURED.

Wreck of a Construction Train on the Long Island Railroad.

NEW YORK, N. Y., Oct. 17.—A construction train on the Montauk extension of the Long Island Railroad was wrecked at Napeague Beach, three miles east of Amagansett, this morning. Six men were injured, two of them probably fatally. The list is: Harry Rhodes, conductor, badly cut about face and body; Patrick Collins of Eastport, a water-boy, terribly cut about the body, it is believed he will die; Charles Bennett, carpenter, skull fractured; Thomas Bennett, carpenter; Harry Payne, a fireman; and A. James, an Italian. They were all cut and bruised.

The Usual Pullman Dividend.

CHICAGO, ILL., Oct. 17.—At the annual meeting of the Pullman Palace Car Company, held to-day, over \$25,000,000 of the capital stock was represented. Directors George M. Pullman, Marshall Field, J. W. Doane, Norman Williams and O. S. A. Sprague of Chicago, Henry C. Hulbert of New York and Henry R. Keed of Boston were re-elected. The usual quarterly dividend of \$2 per share, payable November 15, was declared.

RIDE OVER THE ROAD.

SHORT TRIPS ON A SAN JOAQUIN VALLEY TRAIN.

PROMINENT MEN ABOARD

MUSIC GAILY MINGLES WITH THE DULL RUMBLE OF THE WHEELS.

ALL BRANCH LINES TRAVERSED.

PEOPLE FROM ALL PARTS OF THE STATE VIEWED THE WORKINGS OF THE SYSTEM.

STOCKTON, CAL., Oct. 17.—Seeing is believing. People from every section of the State, and representative men, too, viewed the San Francisco and San Joaquin Valley Railroad lines in Stockton to-day and the press reports of the operations of the company were confirmed from a personal observation.

When the Odd Fellows' parade disbanded on Hunter square 200 delegates, representing every section of the State, with their wives and friends, started for the foot of Hunter street, where a San Joaquin Valley train awaited them. The Valley Railroad officials here and other prominent citizens had extended the invitation for the trip early in the day and the delegates gladly accepted the offer. The canton band also went along, and the

music mingled with the rumble of the train as it moved over the newly laid track. The big locomotive, Claus Spreckels hauled the train, which consisted of five cars "packed" with passengers. A run was made from the material yards on Mormon Channel to East street and back over all the branch lines. The visitors were also enabled to see the evidences of the active operations of the Corral Hollow Company along the channel.

On the Valley road they beheld the gangs of workmen busy putting the finishing work on the switches, the long train of new cars, locomotives and recently established coal depot, where thousands of tons of coal are being stored for the construction trains. The material yards were close at hand and so far as the terminal is concerned they saw about all. People in every section of the State can now say they have ridden on the San Joaquin Valley Railroad and looked upon the grades of the Corral Hollow line.

Superintendent Wilbur of the road is busy distributing the rock ballast received from Folsom. Last night the ballast-men had reached the corner of Hunter and Taylor streets. The street-crossings will also be macadamized by the Valley Road. Healy, Tibbets & Co. are at work driving the piles that are to form the foundation for the center pier of the company's steel drawbridge across Mormon Channel at Edison street. The cement will be filled in after the piles are driven and the material for the superstructure arrives from the Carnegie Company in the East. A solid foundation was found after sinking through the hard pan. North of Mormon Channel the Valley grade has been leveled off and is now ready for the rails and ties.

All is activity along the line of the new road. Shipments of material are going forward daily for the bridge across the Stanislaus River. Altogether thirty-eight carloads of piles and bridge timbers have gone forward for this purpose. The writ of injunction has been served on the Corral Hollow Railroad Company to prevent it from building its road across the Southern Pacific Company's track near French Camp.

The Daily Record of this city has secured

FIGHTS WITH REBELS

VENEZUELAN TROOPS ARE ENGAGED AT MANY PLACES.

SPREAD OF REVOLUTION

FEDERAL FORCES HASTILY RUSHED TO THE THREATENED DISTRICTS.

SEVERAL BATTLES REPORTED.

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MET A MYSTERIOUS DEATH.

Peculiar Circumstances Connected With the Demise of George Philip Roll.

NEW YORK, N. Y., Oct. 17.—George Philip Roll, at one time Deputy Secretary of State of New York, met a mysterious death at his home at Highwood, N. J., on Tuesday evening. He was found at the foot of the cellar stairs unconscious and died in about half an hour without having uttered a word. No one was in the house at the time except Roll and a woman, who, since their arrival in Highwood last May, has passed as his wife. There is a story that the couple quarreled and Roll was knocked down the cellar steps. The woman has a large bruise and several scratches on her face, but declared they were sustained in her efforts to save Roll from falling. She said that her name was Mrs. Lulu Van Zandt, but for five years they had lived together as man and wife, although not married. Her story is that while Roll was under the influence of liquor he stumbled and fell headlong down the steps. She tried to catch him and bruised her face in doing so.

The woman is said to be the wife of Charles R. Northrup of this city, who last week commenced a suit for \$10,000 damages against Roll for alienating her affections. Roll's father was a wealthy real estate dealer. His share of his father's estate was said to be \$250,000. His wife and children are still living in this city.

BANK SECURITIES LOST.

CARELESSNESS OF A KANSAS BANK COMMISSIONER THE CAUSE.

WHILE TALKING TO A FRIEND HIS TRAIN AND A SACHEL OF VALUABLES VANISHED.

KANSAS CITY, MO., Oct. 17.—Bank Commissioner Beardsall of Kansas has lost or been robbed of all the securities of the State Bank of Fort Scott, which failed Monday and which he was carrying with him to Topeka.

He arrived here last evening, and in changing to a Rock Island train deposited a satchel containing the securities, \$120,000 in all, in a seat. Then he stepped off to talk to a friend. He left the train some distance, and when he returned to board it the train was gone and with it all the securities.

He telegraphed the conductor to put all his luggage off at Topeka, but when he reached there an hour later over the Santa Fe he found only a note to the effect that no such property as he described was on the train. All last night and to-day he has been hard at work trying to locate the missing satchel, but up to a late hour to-night without success.

HANGED TO A PINE TREE.

CITIZENS OF GEORGIA OBJECTED TO A PLEA FOR MERCY FOR A MURDERER.

SO THEY TOOK THE CONVICTED MAN INTO THE WOODS AND LYNCHED HIM.

AUGUSTA, GA., Oct. 17.—A special to the Chronicle from Hampton, S. C., says: William Blake Sr., James Blake, Prince Graves and William Frazier were convicted this afternoon of the murder of Raymond Mears on the 9th of last August. William Blake was recommended to the mercy of the court and sentenced to life imprisonment. The other three were sentenced to be hanged on December 6. After the prisoners were sentenced it was evident that there was dissatisfaction at the jury's recommendation of mercy for William Blake. As the constables were on their way to the jail with the prisoners, they were overpowered by a number of men, who took William Blake and carried him half a mile in the woods and hung him to a large pine tree.

Reversed the Decision.

PITTSBURGH, PA., Oct. 17.—The Supreme Court of Pennsylvania, sitting here to-day, reversed the recent decision of Judge Simonon of Dauphin County, and declared the act creating the Superior Court of the State to be constitutional. Chief Justice Sterrett and Associate Justice William dissented, however. In his opinion Justice Dean decided that but six of the candidates can be voted for by an elector. Among other things Justice Dean says that the courts are without authority to revise the work of the State Legislature so long as that work is in strict harmony with the constitution.

Milwaukee's Celebration.

MILWAUKEE, WIS., Oct. 17.—Milwaukee's semi-centennial celebration wound up to-night with a grand display of fireworks on the lake shore, witnessed by 100,000 people. The morning was given over to receptions at the New City Hall by the city officials at the Pilsner Hotel by the visiting Governors and their wives, and at the Blankinship House arcade by the old settlers of the city. An industrial parade in the afternoon was composed of 300 floats representing the industries of the city.

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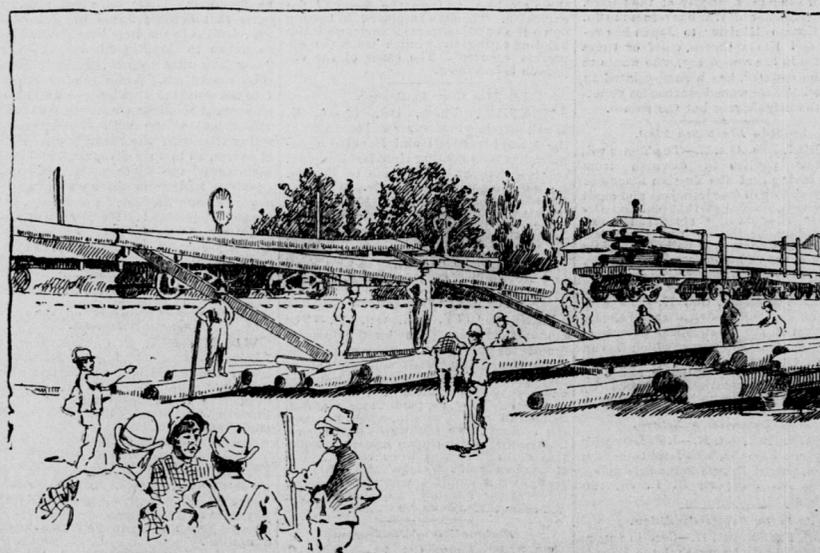
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LOADING THE BIG TIMBERS FOR THE STANISLAUS RIVER BRIDGE AT THE SAN FRANCISCO AND SAN JOAQUIN VALLEY ROAD MATERIAL YARDS IN STOCKTON.

[From a photograph taken for the "Call."]

THE PRIZE WINNER. W. H. Miner's INCOMPARABLE CHOCOLATES AND COCOAS WERE AWARDED FIRST PRIZE OVER ALL COMPETITORS AT THE MECHANICS' FAIR. SMOKE La Belle Creole CIGARS, 3 for 25c-10c Straight-2 for 25c ASK DEALERS FOR THEM. RINALDO BROS. & CO., Pacific Coast Agents, 300-302 BATTERY ST., S. F.