which together about exhausted all of those bonds which could be issued under the mortgage for such purposes, the Oakes-Rolston board of directors of the Northern Pacific guaranteed the interest by endorsement on the bonds, or by lease of some $88,000,000 additional bonds of railroads, as branches of its system, "in no single instance of which have been, or are, the earnings of the property nearly equivalent to the interest granted."

In respect to the Seattle, Lake Shore & Western company the petition declares the only part of it which had any prospective value could have been readily duplicated for a little over $2,000,000 and that the rest of its lines—which are disjointed and widely separated—were of no value whatever and do not now, and never did, pay the mere cost of operation. Yet the petition avers that for these lines the Northern Pacific guaranteed the interest on $3,675,000 of bonds, and at the same time purchased 36,600 shares out of a total of 45,000 shares of its capital stock, for which they paid $1,732,000 in consolidated mortgage bonds. It is claimed the Northern Pacific lost $3,000,000 in this deal.

Ten Million as Pecunisite.

In respect to the Chicago & Northern Pacific Railroad company the petition sets out length and in detail the complicated method by which this was acquired by the Northern Pacific. It is claimed that for the property of this line the Northern Pacific paid at least $10,000,000 in excess of the cost or value of the property and that the said profit was received and divided among many of the directors of the Northern Pacific.

The petition then avers the Chicago properties could not be made to earn in the east the bonds issued, and that in the endeavor to improve them the Northern Pacific company, which controlled the Chicago & Northern Pacific company, caused it to issue more than $7,000,000 more of bonds and also purchased the line of the Calumet Terminal company for $6,000,000 of bonds, all of which are guaranteed by the Northern Pacific Railroad company and are now outstanding as collateral security for its debts.

It also avers that in several of these transactions the Oregon & Transcontinental company, of which Henry Villard was president and Colgate Hoyt vice president, and in which many of the directors of the Northern Pacific were interested, was interposed as a party to the contract, so it might make a profit or commission thereon, amounting, in the case of the Chicago & Northern Pacific, to upwards of $550,000.

Oakes and Rolston the Sinners.

It is declared that in all of these transactions Thomas F. Oakes, as vice president, and R. G. Rolston, as chairman of the finance committee, took an active part in violation of their duty to the Northern Pacific company, and that Rolston would call on himself, as president of the trust company, trustee in most of the mortgages mentioned and on the consolidated mortgage, to certify the bonds, which then, as chairman of the finance committee, he proceeded to dispose of for the purchase of these properties, and that this increased the obligations of the Northern Pacific Railroad company so that in one year it was loaded down with the interest of $60,000,000 of bonds issued or guaranteed by it for worthless properties.

For these reasons the court is asked to remove the receivers as incompetent and willfully extravagant men.

The petition then avers that by collusion between Oakes, as president, and Rolston, as the president to the trust company, a bill was filed by Rolston's company, the Farmers Loan and Trust company, trustees of the mortgages of the Northern Pacific, the Calumet Terminal and most of the branches for the appointment of a receiver; that upon the filing of the bill Thomas F. Oakes was recommended to the court for appointment as such receiver, for the purpose of continuing the control and management of the Oakes-Rolston party, and which bill was filed without the knowledge of many of the directors of the Northern Pacific, who were kept in ignorance of the fact that any application for a receiver had been prepared or was necessary.

The bill closes by declaring the road cannot be reorganized unless its control is put in the hands of competent people, and the parties now in control, it declares, are not of that kind.

Employes' Committee Received.

ST. PAUL, Dec. 28.—The committee from the Northern Pacific employes appointed to wait upon the receivers and appeal for redress against the new schedule of wages were received by Receiver Oakes at 11:15 this morning.

It is thought the conference will last until well on in the afternoon and the men are awaiting the results before taking any further steps.

Mr. Oakes finally told the committee that if it would prepare a written statement and present it to him it would be given an appropriate reply. The men are now at work on their statement, which will soon be forthcoming.

Secured Another Injunction.

SEATTLE, Dec. 28.—The Northern Pacific Railroad company at 10 o'clock last night secured an injunction from United States District Judge Hanford against the employes, similar to the one granted in Milwaukee. The injunction is in the hands of deputy United States marshals, who will see that it is served at all points along the line, if occasion requires.

WILL SIZE UP THE PROPERTY.

Eperts Will Investigate Condition of Oregon Railway & Navigation Lines.

John Dougherty of New York and General George W. Cook of Denver are among the guests at the Millard. These gentlemen arrived in Omaha direct from New York yesterday, the object of their western trip at this time being to inspect the Oregon Railway & Navigation branch of the Union Pacific system and report to the foreign stockholders of that company.

Mr. Dougherty was formerly comptroller of the Denver & Rio Grande system and, later, associated himself with the Colorado Coal and Iron company. He has made New York city his headquarters for the past year. He is a railroad man of many years experience, and the same can be said of his companion, General Cook, who has occupied almost every rung on the ladder from station agent to general manager. He has never been a receiver, but has hopes for the future. As his prefix indicates he has military inclinations. General Cook was department commander of the Grand Army of the Republic of Colorado and Wyoming during 1890 and is also the founder of the famous drum corps which bears his name. He was mayor of Leadville during the halcyon days of the great mining camp in the heart of the Rockies. He also had a political pull in the last Colorado campaign, when he officiated as chairman of the republican county central committee and won a victory for the entire county legislative ticket with three exceptions. Until recently he has been general manager of the Colorado Coal and Iron company. For the past few months he has been past looking after business interests.

Plans of the Experts.

In speaking of their present visit to Omaha, Mr. Dougherty said: "We will hold a short conference with Receiver Clark today, and will proceed westward soon thereafter. The consolidated bonds of the Oregon Railway & Navigation company are held largely in Europe, and the stockholders desire to have that branch of the Union Pacific system inspected for certain reasons just at this time. The Union Pacific has leased the Oregon Railway & Navigation company's lines, as you are aware, for ninety-nine years. This lease was perfected in 1887. The relations between the Union Pacific and Oregon Railway & Navigation people are cordial and harmonious at present, and doubtless will continue so. I do not believe that any dismemberment will be made, so far as this branch is concerned. In fact it would be safe to deny all such rumors. The Oregon Railway & Navigation will not be divorced from the Union Pacific, or else I miss my reckoning greatly. I do not care to discuss the matter beyond this, but will state emphatically that the present tour of Mr. Cook and myself has nothing at all to do with any proposed dismemberment. The foreign stockholders simply wanted the line inspected. They have their capital invested in the line and naturally want to keep posted on the condition of its equipment, trackage, business facilities and prospects for paying interest on bond investments. I do not anticipate any application for the appointment of an independent receiver, as was done in the Gulf case. Our inspection will be confined exclusively to the Oregon Railway & Navigation company."

Messrs. Dougherty and Cook were accorded an interview with President Clark of the Union Pacific yesterday. Mr. Clark had been apprised of their visit and a conference with the officials of the company which had been in progress several hours was adjourned by the receiver to meet the committee. It was rumored about headquarters that the gentlemen above had been appointed by the bondholders of the Union Pacific, Denver & Gulf to make an expert examination of the property of the independent company and report to the committee of bondholders at a meeting to be held early in the new year.

Its Outcome a Problem.

There is a deep significance in the visit, if as Mr. Dougherty says, he and Mr. Cook are enroute to the west on an inspection of the Oregon Railway & Navigation company. Although the Dutch holders of these securities have signified a desire to continue in the present amicable relations with the Union Pacific company the American holders of the bonds and stocks of the company are not so sure but that more advantageous relations might be formed with another of the transcontinental lines. There is a deep feeling of interest noticeable in the Sound country and considerable talk is heard to the effect that a receiver for the Oregon Railroad & Navigation company will be asked shortly along the lines of John Evans' petition in the Union Pacific, Denver & Gulf case. Then, too, the Salt Lake people are becoming ambitious of having the Utah lines establish their headquarters in the City of the Mormons, which is giving the Union Pacific officials something to think about not originally down on the books.

The fact is, things are chaotic in Union Pacific circles and everybody is looking forward to the annual meeting of the Union Pacific company with a good deal of uneasiness.

REINHART'S "DECEPTION."

Comments of the English Press on His Misleading Statements.

LONDON, Dec. 28.—The English press is severe on what it calls the misleading statements of President Reinhart of the Atchison railway system as to the position of that company as cabled to London. It is claimed that those misleading statements were made while the arrangements for the filing of the bill of the Union Trust company of New York for the appointment of receivers were already completed, and it is asserted that the affair destroys the last vestige of confidence which English investors might have had in Americans.

The Daily News says that the Atchison developments have made men distrustful of the very best American lines managed by the very best and most solid men in America.

The Standard doubts that a 25 per cent assessment on the par value of the shares would yield enough to put the line on its legs again.

The Financial News says the Atchison "deception" is in some respects the worst of all deceptions with which investors on this side have been taken in, and expresses the opinion that the whole business is discreditable to the last degree.

The Chronicle says that the losses to British investors in American railways are due to the bad administration and market operations of railroad magnates of a character which would not be tolerated in this country. The Chronicle adds that payment of interest is often dependent, not on the solvency of the company, but upon the interests of those in control, judged from a market point of view.

President Clark at Home.

President S. H. H. Clark of the Union Pacific and chairman of the board of receivers arrived from St. Louis Wednesday via the Missouri Pacific. Mr. Clark was looking splendidly and as he said feeling tipton after his visit to New York and his home in St. Louis.

"But there isn't anything to tell you regarding the situation in Union Pacific circles," said the receiver to a reporter. "My visit to New York while necessarily made in the interest of the company, was very much of a detail nature.

"There is nothing definite regarding the reorganization scheme, although there are many propositions suggested for the relief of the company. There was a full meeting of the board of receivers, with the exception of Mr. E. Ellery Anderson, who was in Omaha while I was in New York.

"Until something definite is formulated it would be a mistake on my part to say anything about Union Pacific affairs."

New Track Laid for the Year.

CHICAGO, Dec. 28.—According to the Railway Age the construction of new track in 1893 is less by about 200 miles than that of either of the preceding years, and is much smaller than in any year since 1876, when the total was 2,679 miles. This year it was only 2,630 miles. The total number of new lines on which new tracks were laid was 222. The Pennsylvania leads with 390 miles of new track. The total mileage for the United States in January, 1893, is estimated at 177,853.

January 6 has been settled on as the date for the arbitration proceedings between the Rio Grande Western and a number of its connections in relation to the divisions of the through rates. The lines interested are the Missouri Pacific, Burlington and the Atchison.

Chesapeake, Ohio & Southwestern.

NASHVILLE, Dec. 28.—A Clarksville special to the American says: Attorneys for the Chesapeake, Ohio & Southwestern Railroad company, for C. P. Huntington and the commonwealth of Kentucky, in the application for a receiver of said road, made before United States Circuit Judge Lurton at Clarksville, this state, today, settled their differences this afternoon and agreed to the appointment of General John Echols and St. John Boyle. The court thereupon appointed them receivers and fixed their bonds at $50,000 each. The court refused to grant injunctions against suits against the road. The receivers will also operate the "short route" road, and their bonds for this were fixed at $10,000 each.

Against the Atlantic & Pacific.

PRESCOTT, Ariz., Dec. 28.—Arthur Dudley Vinton, attorney of the Prescott & Arizona Central railroad, has filed a petition for the appointment of a receiver for the Atlantic & Pacific railroad. The petition is very voluminous and consists mostly of a recital of the numerous suits which he has instituted against that railroad on behalf of the road, he represented, which quit business three months ago. The petitioner incorporates his disapproval of the appointment of Reinhart and McCook as the receivers of the Atchison company. Beyond filing the petition no action has been taken.

Bought the N. Y. & N.

YONKERS, N. Y., Dec. 28.—J. Pierpont Morgan, representing the New York Central, bought the New York & Northern road for $1,000,000 at the foreclosure sale today. His was the only bid.

Receiver Wilson's Secretary.

TOPEKA, Dec. 28.—Receiver Wilson of the Santa Fe has appointed a special secretary, W. W. Phelps, who began work today. Mr. Phelps has been with the Rock Island road six years as private secretary to M. A. Low general attorney. Wilson's mail is enormous and burdened with applications for positions.

NEW YORK & NEW ENGLAND.

Further Complications in the Application for a Receivership.

BOSTON, Dec. 28.—Counsel for New York & New England railway today made an attempt to apply for a permanent receivership in the United States circuit court here. Judge Call, however, was ill and could not hear the application. The counsel attempted to get Judge Nelson of the United States district court to hear the application, but he refused. The applicants then took the noon train for Providence where it is expected an application will be made to Judge Carpenter.

NEW YORK, Dec. 28.—The paper in which Judge Wallace yesterday appointed Thomas C. Platt to be stemporary receiver of the New York & New England was filed today in the office of the circuit court of the southern district of New York. The bill in complaint makes Theodore F. Wood complainant and the New York & New England company defendant. The complainant says he believes the reports as to the available assets are untrue, and; that the assets are worthless, and that the actual indebtedness is more than $1,500,000. For more than three years past the company had operated its railway at a loss, increasing every year; the company had not kept the road in proper condition; it paid $210,000 dividend on its preferred stock in 1891, when it had not earned the money; the roadbed has become unsafe; the board of directors managed the company's affairs in entire disregard of the interests of the company, and certain of its directors, individually and collectively, have used their position and official relation to the company to further their private interests at its expense.

Incidents Cited.

The violation of the traffic contract with the New York & Northern company and the New England Terminal company agreement, the lease of the Providence & Springfield Railway company, the lease of the Woonsocket & Pascoago Railway company and the lease of the Meriden, Waterbury & Connecticut River Railway company are cited as instances. The company had improperly paid dividends; many creditors are said to be pressing the company for payment and attachment suits are impending; large amounts of money will soon fall due; there is no money for the January interest, and the cash on hand is less than $100,000. The bill therefore asks that a receiver be appointed to prevent the disintegration of the road and to protect the interests of the stockholders and bondholders. The affidavits were all made on December 26, with the exception of Wood's. Grant B. Schley deposes that the firm of Moore & Schley, of which he is a member, holds 15,000 shares of common stock; T. C. Platt says that the company is insolvent and must default on its January interest; he says that the United States Express company owns more than 8,000 shares of common stock.

Receiver Platt had not taken possession of the New York & New England road this morning, although entitled to do so. President McLeod still held the fort in the company's offices in the Equitable building, and though he refused to tell further of the situation he said that the polls were to be open again this afternoon for stockholders to vote upon the lease of the New York, New England & Northern. He said he expected to be able to vote enough proxies to make up the required shares necessary to ratify the agreement, although it does not appear what advantage would be gained by it under a hostile receiver.

As a Stock Jobbing Operation.

In discussing the conduct of President McLeod and associates Henry Clews said today: "These men, upon whose assistance Mr. McLeod had relied and who were holding a good deal of long stock, admit the carrying out of the election steal—they not only sold on him, but went correspondingly short, and, therefore, instead of sustaining the property were naturally interested in bringing it to disaster. As a stock jobbing operation, therefore, it was eminently successful, at the expense of good faith."

At an adjourned meeting of the New York & New England stockholders, which convened at 2 o'clock today voting was resumed as to the ratification or disapproval of the lease of the New York, New England & Northern railway; 134,000 shares were voted in favor of the lease, although 118,000 would have been sufficient. Mr. McLeod says that the receiver will have nothing to say as to the lease, as it was made before Mr. Platt was appointed.

Commissioner Shields went to the office of Mr. Platt today and qualified him as receiver in $100,000 bonds. The bondsmen are H. O. Armour and Calvin S. Brice.

Attached by the Reading.

HARTFORD, Conn., Dec. 28.—An attachment of $300,000 in favor of the Philadelphia & Reading railroad was placed on the rolling stock of the New York & New England in Hartford this evening. The papers were presented before the receiver had been appointed and were thus made binding. It was placed to cover money loaned by the Philadelphia & Reading to the New York & New England. A number of trains are now tied up in the yards.

AFTER SIOUX CITY.

Jim Hill's Plan for Capturing the Northern Put Into Effect.

SIOUX CITY, Dec. 28.—[Special Telegram to THE BEE.]—The traffic arrangements between the Sioux City & Northern, Burlington, Cedar Rapids & Northern, and Chicago, Rock Island & Pacific roads have been broken. They have been in effect about three years, and under them the three lines formed a route between Sioux City and Chicago, over which a great amount of business was handled. The Rock Island insisted on breaking the arrangement, although the other roads objected. It is understood the Rock Island was influenced by Great Northern interests. The Great Northern is endeavoring to destroy the business of the Sioux City & Northern and wreck it, so as to secure absolute control of the property. The withdrawal of the joint rates, which becomes effective January 1, will greatly injure the Sioux City & Northern.

Appointed the Same Receivers.

BOSTON, Dec. 28.—In the United States circuit court this afternoon Judge Nelson appointed the same receivers for the Atchison as were appointed by the court in Arkansas. The application was made by W. H. Wharton and there was no opposition. H. W. Swift represented the company.

Appointed Superintendent of Car Service.

DENVER, Dec. 28.—General Superintendent Deuel of the Union Pacific was today appointed by Receiver Trumbull as superintendent of car service of the Union Pacific, Denver & Gulf railroad.

Notes of the Railroads.

W. F. McMillan, general agent of the Burlington company at Salt Lake, is in the city.

Messrs. Dickinson, Munroe, Lomax and E. H. Wood of the Union Pacific left for Salt Lake City last evening, to be gone four or five days.

J. F. Coykendall, formerly chief clerk to Vice President Holcomb of the Union Pacific, was in the city yesterday enroute to Salt Lake.

J. R. Phelan, superintendent of the Wyoming division of the Burlington at Alliance, and wife are the guests of Superintendent Harris of the Omaha Bridge and Terminal company.

Two magnificent engines, just completed for the Union Pacific at the shops in this city, went out on the road yesterday. No. 1311 is a monster freight locomotive, designed for the Wyoming division, while No. 846, a beauty of a passenger engine, will be put on the run between Cheyenne and Sidney.

W. W. King, one of Omaha's well known boys, who has been city ticket agent for the Burlington in Chicago for the past five years, has resigned his position to take charge of the freight matters of the Sugar Refining and Glucose trust. Mr. King has been connected with the Burlington for the past twenty years.

General Managers Dickinson, Burt and Holdrege had a conference yesterday on the pass question. It is pretty thoroughly understood that passes outside of railroad circles will be few and far between this year, and already large-sized bawls are heard over the action of the railroads in cutting off hundreds of names from their lists.

PUTTING UP WITH INSULT

What the License Board Must Pay for Trying to Be Fair.

MEETING GROSS ABUSE WITH FORBEARANCE

Hitchcock and Hall Berate the Members for Insisting on Material Facts in License Protest Cases—Pursuing Same Old Tactics.

The license board met yesterday afternoon to try the protested liquor case of Andrew Nelson.

According to the agreement made at the last session Business Manager Feil of THE BEE appeared with the circulation books and Mr. Rosewater stated that he was ready to go to the trial of the case on its merits. Attorney Hall, representing Mr. Hitchcock, pleaded for further delay, alleging that he was not ready, as he had a case in the United States court.

All of the commissioners were in favor of rushing the business through, as to delay matters would be an injustice to applicants.

Mr. Coburn suggested that the board sit in continuous session until the new year and dispose of the cases as rapidly as possible.

At this stage of the game Hall withdrew the protest against Nelson, claiming it had been filed through an error. Nelson, who was present, did not understand the play, and stated positively that he had not paid a cent to the World-Herald.

The board then set the following cases for hearing at 7 o'clock in the evening: Fred Meiner, John Boekhoff, H. J. Meyer, A. N. Frick, Thomas Cummings, Frank Degan, Peter Grever, Charles Metz, Metz Bros., and A. B. McAndrews.

Was the Same Old Story.

At 7:30 o'clock last night the board concluded to hear the case of John Boekhoff, and Mr. Rosewater was called to the stand by the attorney for Mr. Hitchcock. The testimony was largely a repetition of what had been heard by the board in the other cases. Mr. Hall still threshed over the same old straw in a futile endeavor to prove that all the editions of THE BEE were identical. Mr. Rosewater explained that THE EVENING BEE had always been almost exclusively a local paper. The Associated press had given two franchises, one for THE MORNING BEE and the other for THE EVENING BEE. The two papers were as distinct as if they were called by totally different names. They even differed in the editorial makeup, as the editorials in the morning paper were largely devoted to state and national topics, while those in THE EVENING BEE were mainly of a local character.

Hall's Time-Worn Questions.

Mr. Hall then went over his stereotyped list of questions in regard to the sworn statement which appeared at the head of the editorial columns, by which he endeavored to show that the two papers constituted but a single publication. In reply to a question as to his position at the time when Judge Keysor made his ruling that the two editions were separate and distinct papers, Mr. Rosewater said that Mr. Hitchcock had brought the first suit himself and had then claimed that the two papers were distinct. Mr. Hall asked the witness if he remembered any time before the present controversy arose when he had contended that THE MORNING BEE and THE EVENING BEE were separate papers. Mr. Rosewater said that this was a matter of public notoriety. Legal notices had never been published in but one edition of the paper and even the canvassers had been instructed to call the attention of subscribers to the fact that the two papers were essentially different.

He Insults the Board.

Mr. Rosewater said that the affidavit in question stated the combined circulation of all the papers printed by THE BEE Publishing company, including that of THE EVENING BEE. Mr. Hall still continued to ask questions seeking to get at the circulation of THE MORNING BEE. These were constantly objected to and the objections sustained by the board. Finally he declared that the board was shutting out evidence for the very reason that they knew it to be material. This charge was made in anger and was met by Mr. Coburn's firm protest. He said to Hall that it was not easy to sit there and take abuse of that sort when the commissioners were aiming conscientiously to do the fair thing by all parties concerned.

A question arose as to whether Mr. Rosewater had made a certain answer to a certain question.

"Yes, that was his language," said the mayor.

"Now I am satisfied he didn't say it," blurted out Hall, with emphasis on the now.

"You're another," replied the mayor with a forced smile, seeking to appear unconcerned by Hall's insinuation of falsehood.

When Mr. Rosewater refused to answer a question respecting the circulation of the morning paper, a hundred times declared immaterial by the board, Hall demanded of the board that it compel him to answer. The board stated that it had no power to do so.

When the commissioners were hesitating on deciding an objection made by Simeral, Hall again showed his temper by exclaiming impatiently:

"Oh, sustain it; sustain it and be done with it."

Treated with Forbearance.

Notwithstanding such conduct on Hall's part the board had forbearance enough to submit almost continually to contest over immaterial matters, mixed with the insults of the World-Herald's attorney.

Over and over again it was brought out that THE MORNING BEE and THE EVENING BEE were published as different newspapers and went to totally different lists of subscribers.

N. P. Feil, business manager of THE BEE Publishing company, reiterated the statement made by Mr. Rosewater in explaining that in the affidavit showing the circulation of "The Daily Bee," the name "The Daily Bee" was used simply for convenience to include all papers printed by the company save the weekly and Sunday paper, and was not the name of a publication.

Scared by Proximity to Figures.

Mr. Feil had on his lap the circulation books for which Mr. Hitchcock and his attorney have been howling for weeks, but when the latter saw that the books were really there they were anxious that the pages be not consulted, and asked no questions about the books.

Mr. Hitchcock, when put on the stand, refused again to state the circulation of his evening or morning paper, insisting that he would not give figures on circulation at all except he be allowed to bunch all editions of his paper.

Boekhoff's Plain Statement.

Mr. Boekhoff was sworn and testified that he placed his liquor notice in THE EVENING BEE because he wanted to comply with the law and believed that this paper had the largest circulation of any newspaper published in Douglas county. He had received a circular from the World-Herald in which that paper made its claims, but he did not believe that its circulation justified the claim made. He believed that THE EVENING BEE was the only paper in which liquor men could advertise and comply with the requirements of the law.

The case of H. J. Meyers was continued.

The board then considered the case of A. N. Frick. The same witnesses, with two exceptions, were called and the Hitchcock-Hall system applied, as usual. The board knocked out the latter with the usual frequency. Mr. William Dox, city circulator of the World-Herald, was sent for. He was placed on the witness stand, but dodged the issue at every opportunity. Mr. Hall went out in the lobby while Mr. Hitchcock officiated as his witness.

Called Down Once More.

Hall returned, however, and Commissioner Coburn and Mayor Bemis reprimanded him in exceedingly plain English when he attempted to slur the board after rulings had been made which were unfavorable to him. Mr. Coburn said that the members of the board were acting impartially and giving everybody a fair deal, and they did not propose to have Mr. Hall reprimand them for their judgment.

Mr. Rosewater's Indignant Denunciation.

At the conclusion of the testimony at midnight, Mr. Rosewater addressed the board and denounced the methods of the World-Herald as a malicious persecution of liquor dealers. He said that records showed that where protests had been made by Mr. Hitchcock and the liquor dealers in question had subsequently had their notices inserted in the World-Herald in addition to the original publication in the EVENING BEE, Mr. Hitchcock had withdrawn his protest, thus clearly disclosing the motive that prompted him to persecute the people. Mr. Rosewater favored prompt action on the pending cases—as enough had been submitted for a test case. He favored abolishing the lawyers from the case entirely.

In conclusion he said there was no necessity for the malicious and frivolous tactics adopted by Mr. Hitchcock, and he thought that it was high time that the rights of the citizens of Omaha were protected.

The board will meet again today at 2 p. m.

Certain Protests Withdrawn.

Protests against the following parties were withdrawn:

Wilke Sauter, 1046 South Twentieth street; Peter Turkelson, 1113 South Sixth street; Frank Franci, 1502 Williams street; Thomas Cummings, 3834 Sherman avenue; Andrew Nelson, 313 South Thirteenth street; Charles Metz, 1415 North Sixteenth street; Peter Gravent, 2814 Cuming street; Chris Jensen, 504 North Fourteenth street; A. B. McAndrews, 924 Douglas street; Pat O'Hearn, 1020 South Tenth street; John Weitzel, 1517 Farnam street; Louis Burmeister, 102 South Fourteenth street; Fred Reimers, 1102 South Sixth street; Christ Hansen, 1002 South Sixteenth street; Thomas C. Douglas, 502 North Sixteenth street; John Johnson, 2101 Cuming street; John A. Jensen, 2001 Cuming street; Houp & Kruml, Fourteenth and Williams streets; August Wendlandt, 612 South Ninth street; W. F. Wendhousen, Twentieth and Pierce streets; Frank Degan, 516 North Sixteenth street.

FIRED ON AMERICAN SAILORS.

One Seaman Killed and an Officer Dangerously Wounded—Details of the Affair.

NEW YORK, Dec. 28.—The steamship G. W. Clyde from Turks Island which arrived here today brings reports of an outrage inflicted on the crew of the American schooner Henry Crosby, which lost her bearings and put into Old Asua, San Domingo. The first officer and four seamen got into the boat and pulled for the shore. When about 300 yards out a file of soldiers in the uniform of the Dominican government came running down to the beach and, leveling their carbines at the men in the small boat, fired. One of the rowers threw up his hands and fell over. The others paused in surprise and affright, when suddenly another volley was sent among them by the soldiers on shore. This time the first officer was struck. The other three sailors turned the boat about and desperately pulled for the schooner. The men were taken on board, when it was found that the first officer had received a bullet in the shoulder and several of the seamen were struck by the balls. A bad wound in the back made it doubtful if the first officer would recover. A report has been sent to the United States government.

For Next Summer's Huskers.

Last night W. H. Watkins, who will manage the Sioux City team in the new Western league, secured Joe Walsh's signature to a contract, which binds Joe to play short and be the field captain for the team next summer. Watkins told THE BEE that he now had signed enough men to take the field with a winning team. His outfit consists of: Lefty Marr, first; Ace Stewart, second; Jack Newell, third; Joe Walsh, short; Frank Genins, left; Jack McCann, center; George Hogreiver, right; Frank Krauss, catcher; Frank Parvin and Bumpus Jones, pitchers. In addition Watkins has lines out for two more pitchers and another catcher.

Score in the Wheel Race.

NEW YORK, Dec. 29.—At 1 o'clock this morning in the bicycle race the score stood:

Riders.	Miles.	Riders.	Miles.
Schock	1,239	Vandenburg	1,027
Waller	1,216	Golden	948
Martin	1,193	Forster	907
Albert	1,127	Barton	763
Hosmer	940	Ashinger	812
Waxell	1,029		

Movements of Ocean Steamers, December 27.

At Bremen—Arrived, Havel, from New York.

PERSONAL PARAGRAPHS.

W. L. Perkins of David City is a city visitor.

C. A. Goldsmith of Deadwood is a Paxton hotel guest.

J. E. Ong of Geneva is stopping at the Merchants.

Mr. and Mrs. C. G. Sprague have returned from Salt Lake.

Edwin H. Barbour and wife arrived in the city from Lincoln yesterday.

F. L. Van Tassel of Yankton, S. D., registered at the Millard last night.

Prof. Lange of the Institute for the Deaf at Evansville, Ind., is spending a few days in the city.

The following Nebraskans are at Omaha hotels: A. J. Snowden, Kearney; W. M. Robertson, Norfolk; Lester Fox and S. K. Anderson, Nemaha City; F. J. Winter and H. D. Miller, Norfolk; C. J. Hall and son, Cambridge; C. W. Roberts, Holdredge; Miss M. Hosford, Fremont; W. T. Cretchfield and wife, Fullerton; I. C. Reno, Oakdale.

At the Mercer: H. P. Johnson, Davenport; A. I. Tallibee, St. Paul; F. A. Carroll, Memphis; J. F. Dabenberger, Mrs. A. Gillespie, McGregor, Ia.; J. W. Shank, Omaha; J. W. Shael, Norfolk; R. Van Brunt, Lincoln; C. A. Wilson, Fremont; H. G. Mason, Norfolk; D. Wilson, Lincoln; D. S. Dusenbery, Nelson, Neb.; J. W. Hewitt, Portland, Ore.

LOCAL BREVITIES.

A petition has been filed in the office of the county judge asking for the probate of the will of Marie B. Thomas, who died on December 14. The property is valued at $14,000 and is divided between a husband, one son and one daughter.

The Young Women's Christian association class in physical culture will not meet this week, as it is holiday season. There will be a New Years reception at the rooms Monday. The next business meeting is to be the first annual meeting of the association.

Judge Scott is listening to the arguments on the application for a new trial in the case of Lena Geist against the Missouri Pacific Railway company. The case was tried during the early part of the present term of court, and at that time the jury returned a verdict of $8,333.33 in favor of the plaintiff, a little girl who was run over by one of the defendant's engines and lost a leg.

TELEGRAPHIC BRIEFS.

Domestic.

Basque, Tex., was yesterday visited by a $275,000 fire.

The Crescent Building and Loan association of St. Louis assigned yesterday. Assets, $38,000; liabilities, $40,000.

Francis Ragan has asked the city authorities of Chicago to lock him up for the winter as he feared he would set fire to Chicago.

The reported race war in New Mexico turns out to be nothing but a rumored fight between American and Mexican sheep raisers.

The large elevators and flouring mills of A. W. Doherty & Bro., at Ladoga, Ind., were destroyed by fire yesterday. Loss, $50,000.

Dr. J. W. Reed, a prominent Baptist divine, 78 years old, committed suicide by shooting himself with a shotgun yesterday at Atlanta, Ga.

The Puyallup Indian commission yesterday began the work of opening the Puyallup River valley, Washington, to settlement by the whites.

The Hanging Rock Store company's store was destroyed by fire yesterday morning. Loss, $45,000; insurance, in two companies, $25,000.

A dispatch from Watertown, S. D., says that heirs have been found to the millions left by Nicholas Lute in California. No such millionaire is known there.

A motion was made in the chancery court at Memphis yesterday to sell the Appeal-Avalanche by the trustees, Messrs. A. D. Gwinn and R. J. Morgan.

Max Segars, a negro who attempted to assault the young daughter of a well known farmer near Troy, Ala., yesterday, was captured by a mob and lynched.

The house of Thomas Randall, a well-to-do farmer living near Robson, Ky., was burned yesterday morning, and Mrs. Randall and three children were burned to death.

Orders were received yesterday morning to shut down the Ashland, Wis., blast furnace from January 1 to June 1. Five hundred and eighty-five men are thrown out of work.

A disastrous boiler explosion occurred at the saw mill of A. M. McDonald, four miles north of Peru, Ind., yesterday in which Bid McDonald and George McDonald were instantly killed.

A report from Fresno, Colo., says Chris Evans, the noted bandit, has just escaped from jail. City Marshal John D. Morgan attempted to arrest him and was shot, but not dangerously injured.

W. E. Baxter, representing himself as general agent of Murphy, Grant & Co., wholesale dry goods merchants of San Francisco, has been swindling several eastern firms out of sums ranging from $150 to $200.

At a meeting of 300 of the more prominent business men of Atlanta, Ga., it was decided to begin at once the "Cotton States and Subtropical Exposition" which will be ready for operation about a year from now.

The labor commissioner of Minnesota is busy securing evidence for the prosecution of the street railway officials of St. Paul, under the personal liberty law, which protects men in belonging to labor organizations.

Hon. Ernest E. Bullock opened the argument for the government in the Howard case at Jackson, Tenn., yesterday. L. T. M. Canada of Memphis followed for the defense and spoke two hours and will consume all the forenoon today.

A meeting of the directors of the National Switch and Signal company of Easton, Pa., was held yesterday, after which it was announced that the company is seriously embarrassed financially and that reorganization will be necessary.

Never in the history of that famous Gretna Green for runaway lovers did so many eloping parties assemble at Jeffersonville, Ind., as on yesterday. Ten young men from Kentucky with their sweethearts were married there within a few hours.

The value of live stock received at Union Stock yards at Chicago for 1893 amounts to over $194,000,000, and the value of the stock shipped aggregates over $70,000,000. Over 6,000,000 hogs were received, the tyial value being $130,000,000.

County Attorney Stevens of Arapahoe county, Colorado, reported to the county board yesterday that Sheriff Burchinell had collected over $1,500 for fares of deputies and prisoners when they rode on passes, and had made no return of fees received to the amount of $3,500.

Thirty days have passed since George Woodruff, a wealthy farmer of Clifton county, Indiana, has slept. Mr. Woodruff was afflicted with the same strange malady a year ago, when he went sixty-five days without sleep. He is to all appearance healthy and works each day.

Near Frankfort, Ky., Wednesday night, Robert Cogswell fired two shots at Robert Darlington, but missing his man, he walked into a church where services were being held, and meeting the wife of Darlington in the aisle, fired point blank at her, inflicting a severe wound in the shoulder.

The Colorado State farmers alliance yesterday adopted resolutions favoring the free coinage of silver at the ratio of 16 to 1 and the coinage of the seigniorage, opposing the issue of more bonds and demanding for Colorado her pro rata of river and harbor appropriations for the construction of reservoirs.

The grip epidemic has killed four prominent Odanah, Wis., Indians—Michigan Star, Joseph Blake, John Stoddard's wife and Joseph F. Fusday's wife. The first three were witnesses in the famous Moneypenny murder trial. The epidemic is very fatal among the Indians, pneumonia usually resulting from exposure.

The will of Banker George Calvin Magoun was filed yesterday in New York. His estate consists of $120,000 in real estate and $700,000 in personal property. He gives no charitable bequests and disposes of his entire estate among his wife and three children. The executors are George F. Crane and John J. McCook.

The Colorado State Foresty association yesterday adopted resolutions calling the attention of the secretary of the interior to the fact that timber on the government lands in Colorado is being removed by unauthorized and lawless parties and the need of having special agents on the ground to protect the forests.

Four o'clock yesterday morning burglars attempted to blow open the vault of the Eastman bank at Montford, Wis. The explosion awakened a boarder in a hotel next door, who gave the alarm. An armed posse attacked the robbers and chased them a mile beyond the town. One of the robbers was wounded and captured.

A gang of highwaymen bound and gagged M. F. Bronson, the only policeman in the town of Girard, O., Wednesday night, and placed him in a blacksmith shop. The gang then visited the general merchandise store of Harshal & McNish and gained an entrance by bursting open a door, where they stole a large number of deeds and a small amount of money.

Judge Grosscup of the federal court at Chicago entered an order yesterday confirming the sale of the property and assets of the National Cordage company, which was made in the United States court in New Jersey a week ago. The sale was made on the petition of the receivers, Edward F. C. Young and G. Weaver Soper, and the purchasers were George C. Magoun, Ernest Thalman and Custer H. Gaster.

At Pine Hill, Rock Castle county, Ky., in a general fight, four men were wounded. Ben Pike received a hundred bird shot in his breast and arms and a pistol ball through the upper portion of his left leg. Isaac Misal was shot through the right breast, killing him. John Mullins, a peacemaker, was shot below the knee, and in walking around both bones gave way. Another of the Misal boys was wounded.

Foreign.

Mr. Gladstone yesterday celebrated his 84th birthday.

While a cylinder was being sunk yesterday at the wharf to be used by the American line at Southampton it exploded and is said to have caused the death of several workmen.

A Berlin dispatch to the London Times denies on what it says is the best authority that there is any foundation for the reports in circulation that there is a ministerial dispute.

It is stated that Emperor William of Germany is trying to purchase the New Cape diamond, said to be the largest in the world and more valuable than the Kohinoor, weighing 971 carats.

The Mexican custom house at Nogales is in fear of a raid by the same gang that captured the Palomas custom house November 8. It is said by revolutionists that other custom houses, and also military stores and light garrisons will be raided.

A Paris dispatch to the London Standard says that quite a scare occurred Wednesday night in the Grand Opera house. It was founded upon the report that the chain of the great chandelier had been half-way cut through and would fall during the performance.

The Bohemian Diet opened yesterday at Prague. The chief provincial marshal in his address pointed out the necessity that the Parliament should devote itself to economic features, and concluded with calling for three cheers for the emperor, which was responded to with great enthusiasm.

SERIES FOUR

DECEMBER 29, 1893.

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