

WRECK OF UNION PACIFIC.

THE COMPANY IS IN DEBT OF 10 MILLION DOLLARS.

Of This Sum \$5 Million Is Due the United States and Is Payable in About Three Years. The Credit Mobilier Fought.

The fall of the Union Pacific yesterday was the fourth conspicuous railway failure of the year. The Reading, Erie and Northern Pacific were failures before it. The fall of the Union Pacific was equally familiar with theirs.

The receivers represent different interests. S. H. Clark, president of the company, represents the Gould interests; E. Ellery Anderson, the government interests, and O. W. Mink, the credit mobilier, represents the credit mobilier.

When the news of the receivership reached the committee on Pacific railroads was instructed to protect the interests of the United States and to see that the receiver's certificates be not issued as liens prior to those held by the government.

The main cause of the failure was a family made rich by the Union Pacific. The Ames family, Oliver Ames, Oakes Ames, Frederick Ames, all made fortunes in their day, and the same was made before Judge Dundy, at Omaha, by Oliver Ames second, Samuel Carr, Edwin F. Atkins and Peter B. Wyoff, executors of the estate of the first Frederick Ames, who was killed in an old Colver steamer while on his way from Boston to New York, to attend the last meeting of the Union Pacific railway directors.

THE COMPANY'S DEBT. The Union Pacific company, April 30 last, was in debt 24 3/4 million dollars, 55 million of which was owing to the government of the United States. October 1 the company owed for material and labor alone 1 1/2 million dollars. From January to June of 1903 there was a decrease of \$800,733 in gross receipts as compared with the same period in 1892. In July the decrease reached 2 million dollars, and in September 1 1/2 million dollars, so that the gross revenue from January to October of this year was \$3,154,000 less than for the same period last year, and the net decrease was 2 1/2 million dollars. What better reasons for a receivership could be asked.

THE CREDIT MOBILIER.

Something About the Early History of the Great Overland Route.

Any one who now first reads the history of the early construction of the Union Pacific railroad must become convinced that names for its stations should have been chosen from the dictionary of fraud. In February, 1873, the report of an investigating committee of the house of representatives told the people that fraudulent practices had been resorted to and how the trust had been betrayed.

The Credit Mobilier of America is now generally admitted to have been a stupendous fraud. It was chartered by the Pennsylvania legislature November 1, 1837, as the Pennsylvania Fiscal Agency, with a capital stock of 5 million dollars. In March, 1864, the name was changed to the Credit Mobilier of America. The object was to buy and sell railroad bonds and stocks, to advance money and credit to railroad and other improvement companies, and to aid railroad contractors, which it proceeded to do with a fine Italian style.

The report of the investigating committee of congress afterward to have been a "person of little pecuniary responsibility." When Mr. Hoxie took this contract he agreed to assign it to Thomas C. Durant, vice president of the Union Pacific company, or to such persons as Mr. Durant should name. When Mr. Durant desired, and accordingly October 11, 1864, did assign the contract to Durant and three other directors of the Union Pacific company and one stockholder, who bound themselves to pay \$1,000,000 for the purpose of carrying out the contract.

Misconduct in Missouri Report.

The Missouri railway and warehouse commission will make its annual report in a few days and it will show among other facts the following: The current liabilities of the roads reporting at the close of the year amount to \$99,700,558. Six companies reported carrying less than operating expenses. Ten companies paid dividends, five of which operate interstate lines.

track laid 216 1/2 miles from Omaha. November 10, 1866, Mr. Durant, vice president, contracted with one Honner for building 153 additional miles at \$19,500 a mile. The contract was made in the city of Omaha, the bridge at North Platte to be paid for extra. The company did not ratify the contract. The Honner built the track to the point near North Platte, and the government accepted it. The fifty-eight-mile cost \$27,500 a mile, instead of \$19,500 as agreed; the "extras" being included in station houses, bridges, etc. After the 58-mile track was built, by Honner and paid for, the Union Pacific directors committed one of their most heinous frauds by passing this resolution January 1, 1867:

Resolved, That the Union Pacific Railway company will and do hereby consider the above contract void, and that the contractor shall be paid twice for and at the total rate of \$27,500 a mile. The stockholders, with a conscience, declared \$30,000 the honest cost. The Credit Mobilier was doing its worst. The Credit Mobilier was paid \$1,104,000 for building fifty-eight miles of railway in imagination. It seems about this time the conscience of Mr. Durant began to trouble him a little, and he brought injunction suit against the Credit Mobilier that prevented it from building more track in the air, but did not stop the robbery. For the Oakes Ames contract was divvied up August 16, 1867. Oliver Ames, president pro tempore of the Union Pacific company, signed this contract with his brother and business partner, and the contract was assigned to seven trustees for the Credit Mobilier and the Credit Mobilier, this great railroad octopus, raked in the profits.

The Oakes Ames contract was divided for building 133 additional miles of road from a point near Nichols to a point near the present town of Sidney. The seven trustees for the Credit Mobilier were: Oliver Ames, Oakes Ames, and from a balance sheet taken from the books of the company it appears the 133 miles cost the Union Pacific company something over 7 1/2 million dollars and the Credit Mobilier only a trifle over 2 1/2 million.

The government having given the Union Pacific company some 27 million dollars when the first 50 miles of track west of Omaha was completed, besides millions of acres of land, there was plenty of available money from which the octopus could draw its profits. Sixty days after the Ames contract was assigned to the octopus he declared a dividend of 40 per cent in first mortgage bonds of the Union Pacific company, the total dividend being about 10 million dollars.

The Davis contract came next after the Ames contract and the Davis contract provided for building 125 1/2 miles of track from a point near Sidney where the Ames contract ended, to the agreed terminus at Cheyenne. The Davis contract was likewise assigned to the seven trustees of the octopus and they had it no contract performed, costing the Union Pacific company for this 125 1/2 miles of track about 23 1/2 million dollars, and the real cost to the octopus was about 15 1/2 million.

The road was not finished from Omaha to Cheyenne, 519 miles, and the cost had been to the Union Pacific company a trifle over 93 1/2 million dollars. The cost to the Credit Mobilier had been a trifle over 50 1/2 millions, leaving a profit net of 43 million dollars. The Credit Mobilier for building the great overland route from Omaha to Cheyenne to the enormous sum of nearly 44 million dollars.

The government gave to this corporation its franchise rights of way, and it was to build a cut-off road bed, a vast area of public domain, its credit to the amount of over 27 million dollars and to enable it to obtain the amount by mortgaging the property the government gave it. The government never consented to trust its property to men who had no money, and it was impossible to build the road according to the act of congress they had no right to build. They could easily have stated their difficulty to congress, which had dealt generously with them from the beginning.

The testimony of Clarence C. Cook, president of the Lake Shore & Michigan Southern, railway and in 1873 president of the Union Pacific, was then produced to prove the last assertion. Mr. Cook said he was president of the Lake Shore and a director of the New York Central and he wanted to get into the control of the Union Pacific so that he might throw its vast business into his own hands and prevent the company, his bitter rival, from getting the business or perhaps eventually getting control of the Union Pacific altogether.

The report of the investigating committee was made in 1873, and it recommended that suits in the name of the United States be brought against all who had shared in the profits of building the Union Pacific, and recovery of the money. The thirty year bonds of 27 1/2 million dollars issued to the Union Pacific in 1864 will soon fall due, and the winding up payment of these bonds is a matter of only a few days.

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WEEK AT THE THEATERS.

All of the Houses to be Open Excepting the Grand Opera House, which is closed. The Audubon, which is less frequently patronized than the general theater-going public, will have a full week's engagement beginning Sunday evening. William J. Dowse, the lessee of the big and beautiful building, while he found it inexpedient to remain in the house under existing conditions, refrained from admitting to the house conditions which



MILTON NOBLE

might impair its character in any degree. The Auditorium has become especially identified in the public mind with amusements of unusual importance, such as Patti, Thomas, Sousa, Strauss, Edouard and other operatic and dramatic engagements, and the opera of Jules Maillou and Richard Mansfield. Entertainment of this character are to be provided during this season and it is Mr. Dowse's intention that the less unusual engagements he has made shall be thoroughly interesting, clean and worthy of attention.

Among the lighter but heartily welcome attractions, is the series of performances of Milton Noble, now in the nineteenth year of his wonderfully successful career and has retained its popularity so well that Mr. Noble has felt justified in abandoning his other plays for a season and playing it only. The supporting company was therefore selected especially for this play and it is announced that the most elaborate stage setting it ever had been prepared for it. C. J. Williams plays the part of the Jew, Moses Solomons, which made "Scarl of Boston," "Crisis famous, and Hagarite Hillman," a charmingly soured play. Kate Moran, "of the ballet," Mr. Noble's own famous characterization of the careless, happy hungry hero, with the famous novel-writing scene, "The villain I pursued her," is, of course, the central figure in the piece but there are several other good parts and it is promised that good performances are coming along in due time. Beginning Sunday evening, "The Phoenix" will run all week.

Lillian Lewis at the Ninth Street.

Lillian Lewis will be seen at the new Ninth Street opera house for one week beginning tomorrow afternoon. During Miss Lewis's engagement she will appear in "Credit Lorraine," "Theresa Raquin" and "Lady Lil," presenting the last named piece during the first half of the week. Lady Lil is a woman who has been deceived by a man. She is a woman of noble impulses, but human, perhaps of strong passion, but not vulgar. The action of the play takes place at Prague during the Austro-Prussian war of 1866. Lady Lil is a young girl who has been deceived by a man of a marriage with Hassan, a bigamist, and is seeking the recovery of her child, abandoned by Hassan and placed in the care of a faith-curer named Buryan. In the past Buryan has betrayed the faith-curer's wife, and he in revenge gives the child to be devoured by a tiger. Severin de Rohan, a colonel in the Austro-Prussian war, is in love with Lady Lil. He tells him he must kill the man who has wronged her. In the second act a soldier is shot by a man in ambush. The assassin is never recovered, and in the third act Hassan, the most flayed alive, Buryan confesses that the bullet was intended for Hassan and that he has killed the wrong man. The third act is in the dressing room of the theater. Buryan and Lady Lil is on a horse. Hassan tries to have them blacken the reputation of Lady Lil to Colonel de Rohan. Lady Lil is unable to recover her innocence, and in the tiger's den the tiger's cage opened, and as Hassan passes the beast attacks and kills him. In the last act, during the inquiry into the death of Hassan, Buryan confesses that he has killed the just as de Rohan declares himself satisfied of her innocence.

"Jane" and Jennie Yeaman at the Grand.

That exceedingly funny comedy, "Jane," which was seen here briefly at the Coates last winter and which has had remarkably long runs in England, France and America, holding a



LILLIAN LEWIS

run of "Jane" is the most successful and funniest of the Frohman comedies yet presented. It is of English origin, but it is thoroughly American in spirit. William Gillette, the best of all our playwrights, wrote the play. Now the honor is the bright, beautiful quality of the production. The production of the play has been going on for three years on the interest of an estate bequeathed to him on condition that he should live in the estate in the hands of a trustee, who paid the playman the income because the latter has informed him that he has taken a wife. The trustee, who is the Stratford and who is the playman's trustee, is a young man who learns of his coming to be in a dilemma. He has no wife, but he writes the household name to the trustee. Jane has married William, a very rich man, whom she persuades to consent to the deception. A baby is borrowed and all manner of confounding devices are employed to deceive the trustee. Finally explanations are made and all ends happily. Besides Miss Yeaman, the excellent comedienne, Joseph Jackson, Joseph A. Kelly, Albert Fisher, Scudder Edwards, Master Joe, Totton, Francis Stevens, Maggie Holloway Fisher, Carrie Reynolds and others.

Melodrama in the Gilliss.

The popular melodrama, "Braving the World," will begin week at the Gilliss tomorrow afternoon. Agnes Earle plays the leading part, with songs and dances. Albert Hall is a leading member of the company which includes various specialty performers of merit.

THE DEATH LIST TWELVE.

Last Body Removed From the Michigan Central Wreck—Narrow Escapes.

JACKSON, Mich., Oct. 14.—The last fragment of the wreck of the rear cars of the O.S. was special on the Michigan Central railroad was taken away yesterday afternoon and it was found that the death list sent out of twenty persons killed had not been added to. The injured are doing well and it is now believed that none of them will die, though both legs and one arm of Johnnie Healy were broken and she suffered other injuries. Near Jackson, Robert Walsh of section 1 had his right leg broken on the platform when the collision came. He was caught in a vacant space beneath the engine and wrecked car which had been raised up, and managed to run out of the collision just as the engine fell back. President Healy declares that the air brakes of the second section were all right at Jackson station, but refused to work at the true cause of the collision. Engineer Whalen reversed his lever and the conductor and brakeman were working on the hand brakes when the collision came. The conductor of Bath, N.Y., who was on the steps of one of the wrecked cars smoking saw the second section approaching at full speed and jumped into the car to rescue his passengers. He was too late. His father and wife were killed, but escaped. During all the excitement the Salvation army held services on the scene of the wreck, but their warning words were unheeded. The cars were literally denuded by the flying splinters, but neither was even seriously injured. Miss Blanche Beardlee of East Canton, Pa., is suffering from a fracture of the skull and internal injuries, and is frightfully cut and lacerated about the body. There is only the faintest hope of her recovery. She spoke this morning for the first time since the accident. She is conscious and unconscious by turns. She does not know the fate of her mother who was killed in the same wreck. Mrs. James Nixon of North Lincoln, N.Y., is an addition to the list of injured reported yesterday. She is hurt in the hip and abdomen. She was the only person injured in the train pulled by Engineer Whalen. She was in the second car behind the engine and was caught between it and the first car. Her husband escaped through the window of the car and lifted her through the same aperture.

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To Celebrate the Century's Close.

CRIDGEO, Oct. 14.—Thomas Shaw of Philadelphia appeared at the Art Institute yesterday in behalf of a scheme to celebrate at Jerusalem the close of the nineteenth century. It is chairman of a committee that is making the preliminary arrangements for a Christian jubilee and is seeking to interest the managers of the World's congress as a feature of the project.

Judge Sewritt to Hear Savings Bank Suits.

Judge Gibson granted the officers and directors of the City Savings Bank a writ of habeas corpus to prevent the removal of the bank's assets to the State Bank of Missouri. The writ was granted without comment.

Baltimore's Jail Destroyed by Fire.

BALTIMORE, Oct. 14.—Sparks from the brush electric light works, which were burned last night, set fire to the city jail and the prisoners were hurriedly marched to the yard. About seventy-five, however, were overcome by smoke and dragged to the street. At midnight the jail had been completely destroyed.

An Australian Steamer Overdue.

VANOUVER, B. C., Oct. 14.—The Australian steamer Miorera is several days overdue and the Canadian Pacific officers are worried. The vessel has eighty passengers on board and a heavy search is being made for her.

Baby Raw as Beefsteak

Baby very sick with eczema when three months old. Had home doctor and Dr. Williams' Pink Pills for Pale People. Got worse all the time. Whole body raw as beefsteak. Had gone to hospital. Expected him to die. Six months before we tried CUTICURA. No faith in them but in a month he was entirely cured. Not a spot in his hair now and plenty of hair. Mrs. FRANK BARNETT, Winfield, Mich.

Baby Bad with Eczema

Our baby boy, four months old, had a case of eczema. His body was a solid sore. Face and body badly affected. Itching terrible. Had home doctor and Dr. Williams' Pink Pills for Pale People. Handled six weeks. Mitten on his hands to prevent him from scratching. CUTICURA. His sores cured him, and we recommend them to others. G. B. & J. HARRIS, Webster, Ind.

Baby Iched Terribly

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