

IN RECEIVERS' HANDS

The Expected in the Railroad World Has Happened.

SANTA FE SYSTEM IN COURT.

Judge Caldwell at Little Rock Appoints Three Receivers.

'FRISCO LINES ARE INCLUDED.

J. W. Reinhart, J. J. McCook and Joseph C. Wilson Are Named.

ADDRESS TO STOCKHOLDERS.

Special to the Kansas City Times.

LITTLE ROCK, ARK., Dec. 23.—Application was made this afternoon before his honor, H. C. Caldwell, United States circuit judge for the Eighth circuit, sitting in chambers, for a receiver for the Atchison, Topeka and Santa Fe railroad. The application was made by the Union Trust company of New York as trustee for the bondholders, the company being represented by W. H. Russington and Alexander & Green, the railroad represented by George R. Peck and E. D. Kenna. The attorneys arrived here this afternoon and repaired to Judge Caldwell's chambers immediately, when the application was presented. The bonds held by the Union Trust company amount to \$130,000,000 and the interest thereon, which falls due January



J. W. REINHART.

doors with Judge Caldwell until 5:30 when an order was agreed upon appointing three receivers for the Santa Fe system: J. W. Reinhart, president of the Santa Fe system; J. J. McCook, general counsel of the Santa Fe system, and Joseph C. Wilson, clerk of the United States District court at Topeka, Kan., the latter being a compromise receiver, the railroads having recommended Reinhart, McCook and George C. Nicholson, the latter a director for the system, but who was objected to by the complainants. The receivers met with no resistance on the part of the railroad companies, and an agreement was easily reached.

The bills in both cases of the Santa Fe and Frisco showed that the roads were heavily involved with maturing obligations coming on soon and that the interest due January 1 could not be paid and would be foreclosed. In both cases the complainants' bills went elaborately into figures and were very full and voluminous. The bonded indebtedness aggregates \$232,000,000 as follows: \$150,000,000 first mortgage bonds; \$77,000,000 "A" second mortgage; \$5,000,000 class "B" mortgage bonds.

The interest due January 1 will aggregate nearly \$3,000,000 and the floating debt is about \$5,000,000, making total liability of about \$240,000,000.

J. W. Reinhart and J. J. McCook, two of the receivers, are well known in railroad circles throughout the country. The other receiver, Joseph C. Wilson, has been twice mayor of Topeka, and is considered a very level-headed man.

A supplementary bill will likely be filed at Topeka January 5, which will be tantamount to foreclosure of the bonded indebtedness, in which event the branch lines which have been sapping the life blood of the main lines will be lopped off.

The order in each of the two cases is the same, and directs that the receivers be "authorized and directed to take immediate possession of all the railroad and properties, including 2,316 miles of operated lines," and to "run, manage and operate them, and to execute the authority and franchises of the road, and conduct systematically their business." The receivers are ordered to execute each a bond for \$50,000 within the next thirty days, and the order contains an injunction requiring the roads to be turned over to the receivers.

The order gives these full directions to the receivers to employ and discharge employees, bring suit and have authority over the matters that come into their hands; to pay expenses for operating the property, amounts due for operating the roads, and for track service, car hire and taxes, and the order is made upon the express condition that all legal debts now due, and which were contracted in the operation of the road, and including damages and money and work furnished and done in the construction, repair and equipment of the road shall be a first lien upon the road, including all liability to persons or corporations who may become security for the company, or indorse or guarantee for it.

The receivers are also required to pay judgments which are found against them which are not appealed from, and all payments of the receivers are to be audited and allowed by the receivers, so that they need not come into the court on every occasion. The lien so created for such claims shall continue until vacated by an order of the court on notice to the parties interested. The complainants are required to prosecute the suit to final decree without delay, otherwise the court will discharge the receivers.

The distinguished party left on the cannon ball at 7:35 for St. Louis, Clerk Sharritt taking the papers in the case with him to Topeka to be properly filed in the United States Circuit court.

HISTORY OF THE ROAD.

Its Present Condition and the Causes

ALWAYS AFTER OFF

Morrill's Record Compared That of Farmer Smith.

NO CHOICE BETWEEN T

Both Are Said Place

EACH ABU

The Clamor for New Men Se Be Justifiable.

TWO CHRONIC CANDID

Special to the Kansas City Times.

TOPEKA, KAN., Dec. 23.—The fight the friends of "Farmer" A. W. Smith making on Major E. N. Morrill is growing bitterness every day. The Smith crowd "had it in" for Morrill ever since the last year because certain of Morrill's backers gloated over Smith's political fall.

The first obstacle which Smith placed in Morrill's gubernatorial path was his own nomination on the Republican ticket to remove this obstacle the following unwisely started the story that had been a candidate so often people were getting tired of him has been elected three times to the office, and has made two races for Governor. For several years he has been president of the State Board of Agriculture, and the head of the "provisional" Work board. His record makes him an office-seeker in the eyes of the people, friends admit that he has been active in the place-getting business, say that his record as an office-hunter does not compare with Morrill's. One of his lieutenants has fixed up Morrill's record as follows:

In 1858 Morrill was a member of the legislature, and voted for Minnola, county, for the state capital against In 1863 he was made commissary by Carnoy. He was elected to the State in 1872 and 1873, and in 1874 he was elected for Lieutenant Governor, but defeated by J. M. Sotton. In 1876 he was elected to the State Senate. He was elected for Congress in the First district receiving nine votes in the convention person was nominated. In 1880 again a candidate for Congress, drew from the race. He was made of the State convention in 1880, and was nominated for Congressman and was nominated three times from the First district. In 1888

dark-horse candidate for Governor in 1891 was a candidate for United States Senator—Plumb's unexpired term. He was a candidate for Governor in 1894, but the nomination for Governor in 1894 was given to Morrill.

J. W. REINHART,

President of the Atchison, Topeka and Santa Fe.

1, is something over \$5,000,000. It is agreed that the railroad will be unable to meet this payment, having exhausted every possible means to raise the sum by floating securities on the European market. The floating indebtedness of the railroad also amounts to about \$5,000,000; making \$10,000,000 in all for which the application for a receiver was made today.

It was understood no objection was urged and the only serious obstacle in the way of granting the application was the settlement of the floating indebtedness. Judge Caldwell granted the application and appointed Joseph Reinhart, of Boston, president of the Atchison, Topeka and Santa Fe road; J. J. McCook, of New York, and Joseph C. Wilson, of Topeka, Kan., receivers, requiring each to give a bond of \$50,000. Suit will be brought at Topeka January 5, for the foreclosure of the bonds held by the Union Trust company, and thereafter all non-paying branches connecting with the Atchison, Topeka and Santa Fe railroad will be lopped off. There are many of these branch roads ramifying the entire system of the Atchison, Topeka and Santa Fe road, and the result of this suit cutting them off will leave many of them open for recruiting other fields.

The special car bearing the gentlemen appointed receivers reached here late this afternoon, and when their bonds were approved by Judge Caldwell left at once for New York city. A strong effort was made by the stockholders of the company to secure the appointment of George C. Nicholson of Boston as one of the receivers, but Judge Caldwell thought best to take some men outside of the Boston stockholders, and so selected Mr. Wilson. As all parties had previously agreed to the appointment of a receiver, only the heat of feeling permeated the party during the argument before the court, and the judge's substitution of a new man was acquiesced in with good grace.

THE EXPECTED HAPPENS.

Decisive Action Taken by Trustees of the Santa Fe Bond-Holders.

LITTLE ROCK, ARK., Dec. 23.—The expected in the railroad world happened today. The Atchison, Topeka and Santa Fe and St. Louis and San Francisco railroads and branches, comprising the Santa Fe system proper, have been placed in the hands of three receivers, the order being made by United States Circuit Judge H. C. Caldwell, in chambers, this city, at 5:30 o'clock this evening. The application was made by the Union



GEORGE C. MAGOUN.

Whose death precipitated the Receivership.

Trust company of New York, trustees for the bondholders of the Atchison, Topeka and Santa Fe, and the Mercantile Trust company of New York, trustees for the bondholders of the St. Louis and San Francisco. Although the press of the country has anticipated the result for some time past, not until the death of the late George C. Magoun last week

HISTORY OF THE ROAD.

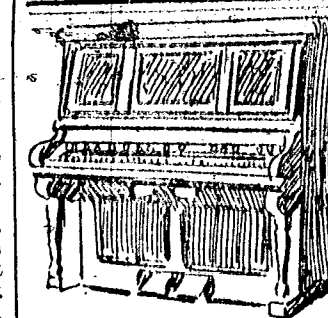
Its Present Condition and the Causes Which Led to a Receivership.

The Atchison, Topeka and Santa Fe railway, the most extensive, and in many ways, the most remarkable railway system in the world, had its origin in an act passed by the Territorial Legislature of Kansas on February 11, 1856, creating the "Atchison and Topeka Railway company." The capital stock was fixed at \$1,500,000, and at a meeting held in Atchison on September 15, \$52,000 was subscribed for the purpose of making preliminary surveys. The first president of the road was Cyrus K. Holliday, and among the directors were Samuel C. Pomeroy and Edmund G. Ross, both of whom afterward became United States Senators. In 1860 Mr. Holliday went to Washington and made an effort to secure a land grant, but it was not until three years later that Congress took action. An act was passed in March, 1863, under which a grant of 6,400 acres per mile was made to the State of Kansas in trust for the railway, and on March 4, 1864, the State transferred it to what had then become, by act of the Legislature, the Atchison, Topeka and Santa Fe railway. A few days later the reorganized company elected Samuel C. Pomeroy president, S. T. Wood vice president and Cyrus K. Holliday secretary.

Under the provisions of a later act, subsidies in aid of the road were voted by many municipalities, among others Atchison county, \$150,000; Jefferson, \$200,000; Osage, \$150,000; Lyon, \$200,000, and Shawnee, \$250,000. This gave the company a substantial basis upon which to work, and President Pomeroy succeeded in making arrangements with Willis Gaylor of New York by which additional funds were secured for construction purposes. T. J. Peter, an eminent engineer of New York, was induced to take charge of the construction, and in October, 1868, ground was first broken at Topeka. By July, 1869, the line was graded, ironed and equipped as far as Carbondale, eighteen miles. Work progressed very slowly after that, but in spite of many difficulties the line was completed from Topeka to Wichita, 103 miles, in 1872. In the same year the road between Atchison and Topeka was completed, and in 1873 the line west of Atchison to the boundary of Colorado, 470 miles, was ready for traffic. This was the original Atchison, Topeka and Santa Fe railway. At present what is known as the Santa Fe system consists of the Santa Fe proper, the Chicago, Kansas and Western, Chicago, Santa Fe and California, St. Joseph, St. Louis and Santa Fe. These companies have virtually ceased to exist and have been merged in the Santa Fe so completely that the receivership applies to all of them. The lines which are leased and operated by the Santa Fe, and which will be affected to a greater or less extent, are the Gulf, Colorado and Santa Fe, St. Louis, Kansas City and Colorado, New Mexico and Arizona, Sonora railway (in Mexico), Colorado Midland and San Francisco, Atlantic and Pacific, Wichita and Western, and the Manhattan, Alma and Burlingame. Of those the St. Louis and San Francisco has already become the subject of a separate decree, and it is probable that proceedings will be taken to secure the appointment of the same receivers of all the other roads. Their interest are so bound up with those of the Santa Fe that this is almost unavoidable.

The financial history of the road is a record of mistakes and extravagance during its early existence, of good management and brave efforts to overcome great difficulties to more recent years. It was over-bonded at the outset, the building of extensions and branches was pushed with unnecessary haste, and other lines were absorbed and their liabilities assumed without due regard to the disadvantage under which the company was placed. The stock which at one time

1891 was a candidate for United States Senator. Plumb's unexpired term. In 1892 was a candidate for Governor in the convention that nominated Smith. He now sec the nomination for Governor in 1894, and he gets it, and is elected, he will be a candidate for United States Senator in 1895. From the records of the two most prominently mentioned Republican candidates for Governor, it would seem that the clamor of the "young crowd" for a new deal is stifled.



Kimball Pianos - AND - Organs

Highest Honors, World's Fair. REMEMBER if you purchase a Piano or Organ for CHRISTMAS you can have one of these beautiful instruments at the Chicago factory prices and on easy terms by calling at the warerooms of

W. B. ROBERT 914 WALNUT STREET.



A \$25 SUIT DID IT.

A suitor sought a suitable wife, Who would suitably suit his way of life. He sought in vain, for he suited none; All smiled at the unsuitable suit he had. A more suitable suit the suitor sought. From suitable suiting suitably wrought. In this suitable suit more suitably dressed. The suitor, his suit more suitably pressed. But the suit had not very far to go; He met his love 'neath the mistletoe.

One of our \$20 or \$25 Dress Business Suits dresses a man suitably for a suitor or suitably any other place. They are the choicest turned out by any tailor.

F. B. ROBINSON TAILORING 824 DELAWARE STREET. 'The Junction'

FINE BRIAR, MEERSCHAUM PIPE

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Trust company of New York, trustees for the bond-holders of the Atchison, Topeka and Santa Fe, and the Mercantile Trust company of New York, trustees for the bond-holders of the St. Louis and San Francisco. Although the press of the country has anticipated the result for some time past, not until the death of Chairman George C. Magoun last week was an immediate action contemplated.

The first intimation of decisive action was received at 2 o'clock this afternoon, when a special car, the Catosa, with baggage car attached, which had left St. Louis this morning at 2 o'clock, arrived over the Iron Mountain with prominent railroad attorneys and officials on board, who hastened to the Federal Court house and were soon closeted with United States Circuit Judge H. C. Caldwell, who had arrived from St. Louis the night before. The distinguished party, including George F. Sharrett, clerk of the United States Circuit court of Kansas, of Topeka; George R. Peck, general solicitor of the Atchison, Topeka and Santa Fe of Chicago; E. D. Kenna, general solicitor of the St. Louis and San Francisco of St. Louis; H. L. Morrill, general manager and second vice president of the Frisco of St. Louis; Charles B. Alexander and W. W. Green of the firm of Alexander & Green, New York, counsel for the Mercantile Trust company of New York, and A. A. Rossington of Topeka, counsel for the Union Trust company of New York.

They remained closeted behind closed

doors the line west of Atchison to the boundary of Colorado, 470 miles, was ready for traffic. This was the original Atchison, Topeka and Santa Fe railway. At present what is known as the Santa Fe system consists of the Santa Fe proper, the Chicago, Kansas and Western, Chicago, Santa Fe and California, St. Joseph, St. Louis and Santa Fe. These companies have virtually ceased to exist and have been merged in the Santa Fe so completely that the receivership applies to all of them. The lines which are leased and operated by the Santa Fe, and which will be affected to a greater or less extent, are the Gulf, Colorado and Santa Fe, St. Louis, Kansas City and Colorado, New Mexico and Arizona, Sonora railway (in Mexico), Colorado Midland and San Francisco, Atlantic and Pacific, Wichita and Western, and the Manhattan, Alma and Burlington. Of these the St. Louis and San Francisco has already become the subject of a separate decree, and it is probable that proceedings will be taken to secure the appointment of the same receivers of all the other roads. Their interests are so bound up with those of the Santa Fe that this is almost unavoidable.

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The capital stock of the Santa Fe company is \$102,000,000 and its indebtedness \$240,000,000. The stock is divided amongst 11,000 people, of whom no less than 6,000 are either women or trustees of estates in which women and children are chiefly interested. The greater number of the bonds are owned in Europe, where for many years they were favorites with investors. The road's mileage is nearly 10,000, distributed over thirteen States and Territories. It employs nearly

[CONTINUED ON SECOND PAGE.]

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A more suitable suit the suitor sought,
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The suitor his suit more suitably pressed.
But the suit had not very far to go;
He met his love 'neath the mistletoe.

One of our \$20 or \$25 Dress or Business Suits dresses a man more suitably for a suitor or suitably for any other place. They are the handsomest turned out by any tailor.

F. B. ROBINSON TAILORING CO.
224 DELAWARE STREET.
"The Junction Tailor"

FINE BRIAR. MEERSCHAUM PIPES

—AT—
Shulman's Cigar Co.
806 Main Street.

WALNUT AND TENTH STS

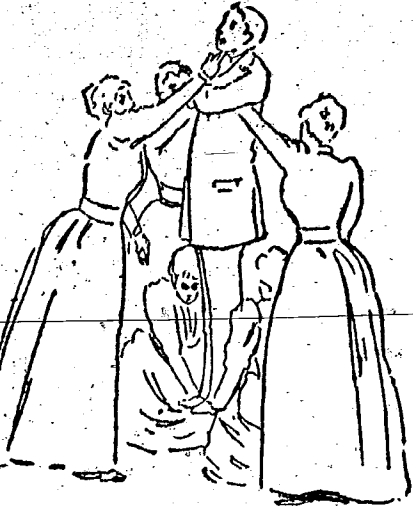
Established
1873.

Thomson

Photographer

hand in the same way on the left, at elbow let a third person's hand be so that the point of the elbow rests on top of the hand. Another guest stands same way at the other elbow. A fifth hand under the chin of the stander, even signal all raise hands together, the supported individual with the ease.

is no fear of a fall if the guest exper- upon retains a rigid position out. This trick can be varied by rais-



AN EASY TASK.

young man on the fore fingers of five women, unless the lifted person be ex- nally heavy, when two or three addi- young women may assist:

of the healthiest of parlor gymnastic mances is to open the door wide, get a chair, cling to the moulding (not the with the fingers, have the chair re- and hang for a time. Then try to your head to the level of your hands. you get tired, drop. Men and women try this, and there is no danger in it, should there be a fall.

CHILD INSTANTLY KILLED.

's Accident to a Two-Year-Old Baby in Fort Worth.

at to the Kansas City Times. FORT WORTH, TEX., Dec. 23.—A 2-year-old of B. W. Chism was instantly killed by céc, J. W. Chism, at the home of its fa- ners tonight. The uncle, who had not his brother's family in ten years, ar- only this evening from East Texas to Christmas with them.

W. Chism had just returned home from and as he took his pistol out of his at the baby asked to play with it. The took it and was unloading it to give to child, when a cartridge exploded, the ball ing the left shoulder of the baby. It instantly.

ITS FIRST WHITE LANDLORD.

of the Historic Hostleries of Wash- ington Changes Hands.

ASHINGTON, D. C., Dec. 23.—One of the ic hostleries of Washington, long n as "Wormleys," and where the famous mley hotel conference during the s-Tilden contest was held, changed s today. During the war days was run by the original Worm- a colored man, whose race connec- did not prevent the place from becom- center for public men and diplomats. sons of the original proprietors have

IN RECEIVERS' HANDS.

[CONTINUED FROM FIRST PAGE.]

30,000 men. Its annual earnings are about \$35,000,000, and last year it moved 5,000,000 passengers and 8,000,000 tons of freight.

The last dividend declared on Santa Fe stock was paid on November 15, 1883, and was at the rate of one-half of 1 per cent. Since that time stock-holders have received nothing. Interest on the bonds has, how- ever, been fairly well kept up, though delays and extensions have been frequent. The whole property is fairly plastered with mort- gages, and it will be absolutely impossible for receivers or any one else to reorganize the corporation in such a way that great loss to security holders will be avoided.

President Nettleton's Opinion.

George H. Nettleton, president of the Kan- sas City, Fort Scott and Memphis railway, said that he did not think the Santa Fe re- ceivership would have any noticeable effect upon the general situation. It certainly would have none upon the Memphis road. He thought that a receivership opened to the Santa Fe the only possible way out of its financial difficulties, and that the only per- sons seriously affected would be the security holders, for whom it was a serious matter. Other railway men expressed the same opin- ion.

GENERAL MANAGER FREY'S VIEW.

He Is Positive the Appointment of a Re- ceiver Will Benefit the Property.

TOPEKA, KAN., Dec. 23.—General Manager Frey arrived in Topeka today from Chicago. He was seen at his home this evening after the news of the receivership was received. Mr. Frey was very positive that the appoint- ment of the receivers would result in a marked improvement in the physical condi- tion of the road.

"As you probably know," he said, "the stop became necessary because of the road's inability to meet the interest due January 1. Of course, this action will stop all interest, and the entire income under the receivership will be expended on the operation and bot- terment of the road's property.

"While the road's property at present is in better condition than for several years, we shall now be able to still further improve it, so that it will in the near future undoubtedly become the best railroad property in the world. I do not say this in a spirit of brag- gadoecia for I know the facts will bear out the assertion. Besides the additional rolling stock that has already been ordered, the road will now be able to build new depots and other contemplated facilities.

"As to the policy of the new receivers, I know nothing. They are men who have been identified with the road's affairs and know its business thoroughly, but as to what course they will pursue in their management I have no information."

Mr. Frey could not say what, if any, changes would follow among the officials of the road.

ADDRESSED TO STOCK-HOLDERS.

Reasons Assigned Why Protection of the Court Was Requested.

BOSTON, MASS., Dec. 23.—The following circular was issued late tonight:

To the Bond and Stock Holders and Creditors of the Atchison, Topeka and Santa Fe Railroad Company and System.

BOSTON, MASS., Dec. 23.—The directors of the Atchison, Topeka and Santa Fe and the San Francisco Railroad company, com- prising, with their auxiliary and con- trolled lines, the system of the Atchison and Santa Fe company are compelled to

CARNIVAL OF HOLIDAY MEAT.

SWIFT AND COMPANY MAKE A UNIQ- DISPLAY ON THE STREETS.

Their Wagons of Fancy Beef, Mutton and Pork, for Christmas Dinners, Parade Principal Thoroughfares, Much to Delight and Entertainment of the Pub- —The Big Pig and Little Pig Catch- Applause of the Spectators—Rare Ent- prise and Skill Manifested Througho-

Kansas City is a great town for parade. When it isn't a circus parade with clowns and clowns to entertain the small boys, the Priests of Pallas parade, trades para- civic parade, business men's parade, or p- haps a parade given on account of some- litical victory. At any rate, it is a parade some kind about every month in the year. Last, and by far the most unique parade given Friday morning. It was a dressed meat parade, and was given by Swift and Company of this city. Neither the date the parade itself had been advertised in- vance, but on account of its unique fea- and the large crowd of people on the str- bent on purchasing Christmas present was witnessed by a great multitude.

The parade was made up of three of Swift and Company's handsomest wagons containing the finest lot of dressed meat ever exhibited in this city—or any other city for matter.

The packing houses, like almost all o- business firms, make a special effort for holidays. They generally aim to find a of fine beef cattle, a bunch of well-bred and a flock of high grade sheep, in order supply their customers with the juiciest the choicest pork and finest mutton Christmas and New Year's trade. This Swift and Company were exceedingly ff- nate in getting the kind of stock des- Having in mind the old adage that "the p- of pudding is the eating thereof," they not afraid to put their products to the. This was the subject of much favorable ment by the people along the line of m-

In getting up this display neither p- nor money were spared. The cattle, and sheep were dressed by the comp- most skillful workmen. Such artistic was never before displayed in the but- line. Each quarter of beef was "score- neatly that no artist could have any- but praise for the man who did it. The and sheep were also dressed in the manner. The stock of Christmas beefs consisting of seventy-five yearlings, aver- 550 pounds each dressed, while there forty sheeps and lambs and as many. Just before the wagons began their del- Friday morning the cooling room of t- Louis Avenue Beef Company—owned Swift and Company—was an intere- sight. It contained the Christmas st- meats, all of which was sold. The cooler best in the country, as it is sup- with natural light and is as dry as the S- desert. The natural light gives the chaser an opportunity to see just what buying. The hogs and sheep prepared this special occasion were "shrouded" cheese-cloth to protect the fine work o- butchers.

The three wagons in the parade con- twenty-four beeves, twenty-five hogs fifty sheep.

The first wagon, drawn by four po- mahogany bay horses, was the gem of parade. It contained about 5,000 pound "extra fancy" pork and mutton. The was an open dray with high standard which enabled the packing house m- arrange their display so that almost n- could be seen. Mounted in lofty st- top of the canvas display sign was a