

MORE FAILURES EXPECTED.

RAILROADS IN THE WORST CONDITION FOR MANY YEARS.

Receivers May Be Named for Other Companies in the Country—Northern Pacific Bondholders Take Steps to Protect Themselves—Other Railway News.

The collapse of the great Santa Fe railway system following close upon the appointment of receivers for the Union Pacific railway has tended to create almost a panic in railroad circles. The railroads have suffered more during the last year than any commercial interest which was ever engulfed by a wave of disaster. Since the first day of last January twelve roads with a mileage of 31,878 and a capitalization of over 1 1/2 billions of dollars have gone into the hands of receivers. Despite this unprecedented record of disaster the opinion is prevalent among railroad men and financiers that the end is not yet. Such failures as those of the Philadelphia & Reading, the Union Pacific, Santa Fe, Northern Pacific and Erie railways, coming one after another in quick succession, could only result in great depreciation of railway stock and a loss of confidence on the part of the public in railroads and their management.

A. W. Baker of Chicago, who has been connected with railroads in various capacities for the last twenty years, says that the end of the railroad collapses and applications for receivers has not yet come. He names several other well known corporations in the West and Southwest which, he claims, will soon go to the wall. Mr. Baker is now in New York city for the purpose of calling on the stockholders of the companies which have recently gone into the hands of receivers with a view to uniting them upon some plan of action.

"There are thousands of people in this city," he said, "as there are in almost every county in this land from Maine to California, who have invested their money in second mortgage bonds, preferred stock or common stock, from which they have never realized the price of a cup of tea. These great properties have been exploited by those on the inside, while the great mass of the people interested have had to shout for their money. If we can get together enough of the stockholders, and there ought to be no difficulty in that, we will demand that these companies be reorganized upon a just basis and that our interests be regarded. My plan is to scale down the bonds which are bearing 6 and 7 per cent interest to a moderate rate, say 4 or 5 per cent, and then convert all the other stock, preferred or common, into one class of security."

Bondholders Will Protect Themselves.

The committee representing the first mortgage bondholders of the Chicago & Northern Pacific railway, of which J. E. Edward Simmons is the chairman, has issued a circular to the holders of those bonds relative to the condition of the property and suggesting the first steps that should be taken toward the collection of their interests. The committee recognizes the great intrinsic value of the property; but as the income from it consists mainly of rentals received from other roads that use this property, and as some of these roads are involved in financial difficulties and legal controversies, it is important that the bondholders should be represented by a committee with full power to investigate the condition and contracts of the company and its past financial operations; to examine its books of accounts and to act in the interest of the bondholders by advising with the receivers and directing the trustees. This power can be assured to the committee and made effectual for the bondholders only by the signing of the bondholders' agreement and the deposit of the bonds thereunder with the New York Trust company. The committee urges the bond-

The Evening

During the winter nights which no other music has shed its mellow radiance upon.

THE FAMILY

In many happy households. The family album, and music and games, and

The Art Portfolio

World's Famous

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SUPERB
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From Official U. S. Government

PHOTOS OF EXHIBITIONS

The United States Government, through the Bureau of Education, has prepared a series of 50 nations and 37 Colonies, with many scenes of such interest in

Jackson Park

...ing, ...
...ing, ...
...ing, ...
...ing, ...
...ing, ...

JOSEPHINE

...ed by the French
...ent Company.
... of the French, which
... Kansas City, a year ago,
... two Christmas audiences
... a house yesterday by
... a company of capable
... d in personal appearance
... the self sacrificing Em-
... anation there has been
... h she has failed to master
... to not come easily from
... The Napoleon of W. S.
... aspires the hope that he
... after and better things, is
... entation of the greatest
... history as the world
... on H. Pierce, as Murat,
... tive at the climax of the
... Talleyrand of John Fay
... ine of Miss Bowen were
... "Josephine" will be re-
... o-morrow night.
... bird act at the matinee
... a was rung up and a
... women members of the
... a particularly pretty lot
... presented Rhea, the
... being made by Mr. Hart.
... mance Mme. Rhea gave
... any at the Coates hotel.

STENOGRAPHER.

...ination for the Position
... for January 13.
...ity postmaster is to have
... pewriter, W. A. Collins,
... ii service commission in
... instructions from Wash-
... ic notice that an ex-
... held in the federal
... ry 13 of applicants
... stenographer and type-
... nster. Neither race nor
... ly stipulation being that
... at least 18 years of age,
... has not yet been advised
... which will be attached to
... ll be not less than \$600
... a year. All those who
... mination, which will
... vil service rules, must
... with W. N. Collins, at
... postoffice, before Jan-

...here is a first class office,
... has been entitled to a
... ince he came into office,
... that he asked for one.

MARKET QUOTATIONS.

...r country produce are for
... hands. On orders higher
... trade very dull and weak;
... house, 15 to 17c.
... ar e; light demand; dull
... ey separator, 24c; fair to
... aney, 14 to 17c; fresh
... packing, 14 to 15c.
... -tips; roasters, 15c; chick-
... small, 14c to 5c. Tur-
... E. lung, firm; 7 1/2c; per
... er lb. Geese, quiet, weak;
... receipts fair; very dull and
... able; dry picked chick-
... 4c; choice hens, 5c; turk-
... 7 1/2c; fancy, 8 1/2c; scalded,
... s, 8 to 10c. Geese, 6c
... per dozen.
... feeling dull and weak;
... to 50c per doz; choice
... ckens, firm; \$3 to \$3.35

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 W. A. Collins,
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 that he asked for one.

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r-country produce are for
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 r, trade very dull and weak;
 house, 15 to 17c;
 ar e; light demand; dull
 nex separator, 21c; fair to
 lanes, 15 to 17c; fresh
 packing, 14 to 15c;
 eipits; roosters, 15c; chick-
 small, 1 1/2 to 5c. Tur-
 feeding, firm, 7 1/2c per
 er lb. Geese, quiet, weak,
 spts fair; very dull and
 able; dry picked chick-
 4c; choice hens, 5c; turk-
 7 1/2c; fancy, 8 1/2c; scalded,
 s, 6 to 6 1/2c. Geese, 6c
 e per dozen.
 feeling dull and weak;
 b to 50c per doz. choic.
 ckens, firm; \$3 to \$3.35
 to 60c per doz. Ducks,
 \$1.50 to \$2; teal,
 3 per doz. Quail, soft, 50c;
 z. Wild turkeys, 7 to
 as, 7 1/2 to 8c; saddle, 12
 r receipts, active, 50c to
 uil, 50c per doz.
 imons in light supply, ad-
 to \$3.75; fancy, \$4 per
 ve, Mex can, \$2.50 to \$3;
 5 to \$2.50. Cranberries,
 ad, weak, \$5.50 to \$6 per
 ht, quiet, steady; common,
 r bu; \$3.50 to \$5.50 per
 ty. Grapes, firmer; Cataw-
 basket.
 onsin, full cream, 1 5/8c;
 erica, 3 1/2c; New York,
 uri, 7 to 10c; skim, 5 to 8c;
 age, plenty, ul, \$1 to \$1.25
 gan, small, 25 to 40c; pr
 per bunch. Cauliflower,
 \$1.75 to \$2 per doz. Potat-
 45c; Northern, 50 to 55c;
 r bu; sweet, red, 30 to 40c
 0c per bu. Beans, Eastern
 .80 per bu; medium, \$1.60
 peas, \$1.80 per bu. Onions,
 white pickings, \$1.25 to
 \$1.25 per crate. Beets, 40c
 r bu.
 walnuts, 25c per bu; hick-
 bu; pecans, Texas, 7 to 8c
 15c per lb; hazelnuts, 2 to

5 to 6 1/2c per lb.
 ; No. 2, 4 1/2c per lb.
 ; yellow, 3 1/2c; brown, 2 1/2c
 ; No. 2, 25c per lb.
 er, 22c; fall, 20c; winter,
 ad 10c.
 ivo geese, 40c; gray, 35c;
 lb.
 l, weak; green salted, 3 1/4
 d stags, 3 and 2 1/2; butt
 ids braided, 2 1/2 and 2c;
 15 to 25 lbs, 4 1/2 and 3 1/2c;
 ; glue, 1c; dry glue, 2c;
 ; dry flint, 5 and 4c; horse hides,
 and stags, 4c; horse hides,

Roberts Mission.

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 the Roberts mission last
 at the dormitory of the
 employed by the Provi-
 other men to the num-
 food for the supper was
 ta, who supplied the roast

to uniting them upon some plan of action."
 "There are thousands of people in this city,"
 he said, "as there are in almost every county
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 holders to take these steps at once.

Unusual Request of Receiver Trumbull.

Receiver Frank Trumbull of the Denver &
 Gulf railway has made application in the fed-
 eral court at Denver to have all the lines of the
 system in Wyoming, Nebraska and New Mex-
 ico conveyed to him as receiver. The petition
 states that a large part of the properties of the
 road are in Wyoming—namely, the Colorado
 Central railway, the Cheyenne & Northern
 railway, the lines of the Denver Pacific rail-
 way from Cheyenne to the Colorado state line,
 a small part of the Union Pacific, Denver &
 Gulf railway in Nebraska and a portion in
 New Mexico. The object of the application
 is to save trouble with the courts in Nebraska
 and New Mexico which might conflict in their
 orders with those of the federal court at Den-
 ver. The receiver has authority over the
 whole system and his request for the direct
 conveyance of all the properties to him is an
 unusual proceeding. The court will hear ar-
 guments on the matter on January 5.

Railroads and Railroad Men.

Fifty-seven per cent of the railways in Eng-
 land are double tracked.
 The Mexican Central railway is contemplat-
 ing a large extension of its line.
 Joseph C. Wilson, one of the receivers for the
 Santa Fe railway, will leave for New York to-
 night to meet the other receivers.
 The earnings of the Santa Fe railway for the
 second week of December amounted to \$701,-
 257, a decrease of \$10,073 from the cor-
 responding period last year.
 The Mexico, Chermavaco & Pacific railway,
 running from Contreras to Hacienda Esclava,
 in Mexico, has been approved by the govern-
 ment inspector and is to be opened for traffic
 at once.

The annual report of the Baltimore & Ohio

railway shows that the membership of the re-
 lief department is 22,637, the receipts for the
 year \$125,508.32 and the disbursements
 \$415,554.39.

J. A. Monroe of Omaha, general traffic man-
 ager of the Union Pacific railway, accompa-
 nied by Mrs. Monroe, spent Christmas in the
 city. Mrs. Monroe is a daughter of P. D. Ride-
 nour of the Ridsenour-Baker Grocery com-

WORLD'S

256

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 SUPERB
 ART REPRODU

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The United States Government,
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Midway

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