

THE RIVER-ROMANCE.

How the Union Pacific Is Not Opposing the Nebraska Central.

A MALICIOUS FALSEHOOD

The Unfounded Story Which the World-Herald Published to Create a Prejudice Against the Viaduct Bonds.

A Lie.

"There is absolutely no truth in the World-Herald's statement," said Vice President Holcomb of the Union Pacific, "that we are obstructing the Nebraska Central's proposed bridge schemes by building twenty-one or any other number of tracks across the line of its site."

"The quickest way for anybody who doubts what I say to find out whether this story in the World-Herald is true or false, is for him to go down on the bottoms and convince himself."

"We are laying one track from a point near the smoking works to the property of the East Omaha and Company. That is on the low level ground and could not, even though it does cross the path of the Nebraska Central bridge, be considered an obstruction to that enterprise."

"When did you conclude to say this track?" "The Union Pacific and Burlington companies entered into a joint contract to build it when Mr. Potter was general manager and long before the bond proposition for the Nebraska Central bridge was brought out."

"I don't think the men interested in that corporation will say that we are doing anything to obstruct their plans. The World-Herald's article is so devoid of fact as to be a complete giveaway. It is nothing more nor less than a tissue of falsehoods and misrepresentations from beginning to end, gotten up purposely to injure our chances of carrying the Tenth street viaduct bonds."

"E. L. Kimball, the Nebraska state president, confirmed everything Mr. Holcomb had said and added: "It will be an unfortunate time for Omaha if these bonds are defeated. It would simply prevent the expenditure next year of not less than half a million of dollars, to say nothing about the employment that a great many laboring men would be deprived of."

Further, the \$150,000 in bonds asked for are to secure an improvement in the shape of a viaduct which will cost \$200,000. The city will get all the benefit. Besides that, the company is, under the agreement, compelled to spend as much more on the depot building before it can touch the bonds."

"I can assure you, so far as the Nebraska Central is concerned, that we have never either through lobbyists at Washington or otherwise, lifted a finger to obstruct it. Our tracks on the bottom could not be considered an obstruction. If such a bridge as the one proposed is built it would necessarily require a long viaduct approach, crossing the Douglas street bridge, and thus carry its tracks above every thing they term an obstruction."

"Mr. Poppleton, who has large interests in the north part of town, was seen, and stated before he resigned the general attorneyship of the Union Pacific the East Omaha land company was arranged to be enlarged. At his and other instances property owners north of Sulphur springs arranged to have not more than one or two tracks laid out to East Omaha."

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John A. McShane and J. H. Damon, who are identified with the Nebraska Central enterprise, declare that there is no foundation for the World-Herald's story. "I don't understand," said Mr. McShane, "where they got such information. I do know, however, that the officials of the Nebraska Union Pacific are friendly to our proposition and will do all they can to help it along. Our only aim is to carry a line through the city, and we are strongly in favor of the viaduct bonds, regardless of what position anybody may take towards the Nebraska Central. I can't understand what Mr. McShane means by saying that condition people can put themselves in to oppose and vote against an improvement that is for the public benefit. If there is any reason why this should be done, it is to secure an improvement costing half or three-quarters of a million dollars, which has not been secured, and which the Union Pacific company is not obstructing our plan."

Mr. Damon, endorsed Mr. McShane's views. General Superintendent Dickinson and the newspaper representatives who went out with the fast mail train on its first trip had an experience between Evanston and Opaon that they will not soon forget. On account of hot boxes and one or two other incidents that caused delays, forty minutes were lost between Cheyenne and Laramie, which because of the steep grades could not be made up before reaching Evanston. From that place to Opaon, the train is not only full of short cuts, around mountain peaks and along the dizzy edges of the deep canyons, but has an ascent of 300 feet to the mile. Bill Dowsey, a famous engineer, was the throttle man, and the engineer who looked on at Evanston, and when told that he must make up the forty minutes and get into Opaon on time, he smiled quietly to himself and said: "All right." The distance is seventy-three miles and Mr. Dowsey covered it in seventy-three minutes. He is a man of life out of everybody on board. In going around some of those curves he threw the passengers off their seats and made them seasick. Twice Mr. Dickinson pulled the bell rope on him to slacken his speed, but this only disgusted the fearless William and impelled him to go much faster.

"The Union Pacific is favorable to the federation plan. At a largely attended meeting held by them unanimously voted to adopt and ratify the articles recently proposed. One engineer is quoted as saying: "We propose to see if this indelicate slaughter of men is to continue. Under the present management no man in this division has any security whatever. He is liable to be ordered to quit at any minute. When the federation is completed we shall make no requests; we shall make demands. Of course we shall insist upon the removal of Trainmaster Parsons, but our crime demand will be that Superintendent Barry be displaced. The demand will be that Superintendent Parsons who have been temporarily laid off for trivial and insufficient reasons."

A GOOD COMMITTEE. It will discuss freight rates with the Transportation Board. The executive committee of the Omaha commercial association held a meeting at the Union club, and determined on a plan of action to obtain better freight rates from the railways centering in Omaha.

A committee was appointed to formulate a petition to be presented to the state board of transportation, and a general meeting of the association has been called for Saturday morning.

The committee appointed consists of the following gentlemen: Charles F. Waller, of the Richardson Drug company; John S. Brady of McCord, Brady & Company; Ben Gallagher of Paxton, Walker & Company; Louis Bradford, H. N. Jewett, of the Howell lumber company; Enoch Martin, Joseph Garrison, Max Meyer, Dudley Smith of B. B. Stock & Company; E. C. Bruce of Blake, Bruce & Company; E. Hector of Hector-Wheatley company; Fred W. Gray and Robert Eassey.

VISITORS FROM ABROAD.

The Art Exhibition Is Attracting Unusual Interest.

HE SLEPT INTO ETERNITY.

Frank Kirkland Crushed to Death While in Bed.

THERE WAS NO BUMPER

A Flying Car Cuts Through a Shanty, Demolishes It and Finds a Human Victim on His Couch.

Death in the Night. Frank Kirkland, an employe of the Union Pacific shops at Kansas City, met a horrible death Wednesday night in a peculiar and destructive wreck in the Union Pacific yards in this city.

John Kirkland, the father of the deceased, is a squatter and has two frame shanties situated on the south side of Jones street, just west of Sixth street. The shanty spurs of the Union Pacific run to within a few feet of the more westerly of the houses and are unprotected at the end by the customary bumping-posts. This shanty was 14 1/2 feet in dimensions and was used as a storage room. It was filled with old furniture, coat racks, a wicker chair and a bed. One corner of the room was fitted up with a stove and a bed and was occupied by a man named Jack Kearney.

The house occupied by the senior Kirkland is directly east and within a few feet of this shanty. About 7:30 o'clock a switching crew on the Union Pacific sent a box car up on the side track which was directly east of the track and went entirely through the first shanty, completely demolishing it, and taking off a kitchen and corner of the house occupied by Kirkland. The storage shanty was completely destroyed and broken into kindling wood.

It was supposed at the time to be the extent of the damage done and no attention was paid to the wreck until 7 a. m., yesterday morning, when it was discovered that it had cleared up the debris. When the workmen pulled the freight car from the wreck the dead body of a man was discovered lying among the wreckage in one corner of the room. The body proved to be that of Frank Kirkland.

Kirkland came here from Kansas City several weeks ago, having been injured while at work in the Union Pacific shops at that place. He has been living with his sister on Eleventh street.

Wednesday evening he paid a visit to his father's house at Sixth and Jones street and left at 6:30 o'clock to return to his sister's house. It is supposed that, instead of going home, he went into the storage shanty and lay down on Kearney's bed, where he met his fatal death. His remains were removed to Drexel & Maul's. Kirkland was twenty-seven years of age and was unmarried.

The elder Kirkland, who had been afflicted with grief at the death of his son, said he had been expecting some such tragedy for a long time. He always refused to allow the railroad company to erect bumping posts for the sake of protecting the life of his son. He was a very religious man and was a member of the Baptist church. He was a very kind and generous man and was very popular in his neighborhood. He was a very good father and was very kind to his children. He was a very good neighbor and was very kind to his neighbors. He was a very good citizen and was very kind to his country.

On cross-examination by the attorney for the relatives of the deceased the witness stated that he would not have been in the first house and that those in the other house were all safe. He went to both houses twice, to make sure no one was hurt, and looked around by the light of his lantern, but found nothing.

C. Fitzgerald, another of the train crew, was the next witness. He stated that he had been in the front end of the train, between Tenth and Eleventh streets. The engine was up near the elevator. The witness was out of sight of the accident. He saw no one who was hurt.

On being questioned by the attorney the witness said he had never been to the end of the track and did not know whether there was a bumper there or not. There were thirty-five cars in the train.

The next witness was A. M. Summers, another member of the train crew. He was on the car which was struck down the main track. This was the car which was struck down the main track. He did not see the accident. He had never been to the end of the track and did not know its condition. It is customary to have a many cars in the train.

John Kirkland, the father of the dead man, was examined. The old man broke down when he saw the train and could not control the tears which coursed down his cheeks. In a few moments he recovered his composure and gave his testimony in a straightforward and plain manner. He stated that he was on a visit to friends and relatives in Iowa for about five months, and had not seen his son since he came back. He returned home shortly before the accident. He was on a visit to friends and relatives in Iowa for about five months, and had not seen his son since he came back. He returned home shortly before the accident. He was on a visit to friends and relatives in Iowa for about five months, and had not seen his son since he came back. He returned home shortly before the accident.

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Two Negroes Visit Mr. J. K. Chambers' House.

YOU ARE FOLLOING

Away money if you buy an overcoat without looking at our stock. Our assortment overshadows everything of its kind in the city.

Never in all the years that we have been in business have we had such vast quantities of fine and elegant overcoats, and never were they sold at such low figures. We are in the height of the season, our overcoat department is booming, you will always find it crowded and why is it so? Are the people crowding our store because we give them poorer goods or charge more than others? Would they come to us to buy overcoats that can be had cheaper elsewhere? NOT MUCH! They come here because they know they can save money, and save considerable too.

Our large business is the result of our ability to buy right and the will to sell right, our large business is the result of fair dealing and of better values than you can get elsewhere for your money.

And in no article can we prove that to you quicker than in an overcoat. Clothing Houses as a rule make more profit on overcoats than they do on other goods. It will take but a glance at OUR PRICES to convince you what a great difference there is in the way WE sell overcoats and the way others are selling them. You need but look at the elegant wide wale and all wool cassimere overcoat which we have marked \$6, or at the fine chinchilla garment, satin lined throughout, velvet piped and made up in excellent style, which we offer at \$8, and hundreds of other garments marked equally as low

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And in no article can we prove that to you quicker than in an overcoat. Clothing Houses as a rule make more profit on overcoats than they do on other goods. It will take but a glance at OUR PRICES to convince you what a great difference there is in the way WE sell overcoats and the way others are selling them. You need but look at the elegant wide wale and all wool cassimere overcoat which we have marked \$6, or at the fine chinchilla garment, satin lined throughout, velvet piped and made up in excellent style, which we offer at \$8, and hundreds of other garments marked equally as low

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Two Negroes Visit Mr. J. K. Chambers' House.

YOU ARE FOLLOING