

WILLING, BUT DON'T KNOW HOW

City Officials Don't See Funds in Sight for Cleaning the City.

WHAT PHYSICIANS SAY OF THE OUTLOOK

Cholera is Almost Sure to Come and in Cleanliness is the Only Safety-Plans for Raising Funds for the Work.

The prevailing sentiment in all branches of the municipal government is that the city needs a general cleaning up, and that money necessary to accomplish this cannot be raised in one way it should be in another.

Mayor Bemis said yesterday that there was no room for doubt that a thorough general cleaning of the city was the only thing that would put it in shape to undergo a siege of the cholera with any degree of public safety.

Legal Aspects of the Case. Judge Ferguson said that he could not express an opinion as to the legality of any act of the council in making an appropriation for this purpose, as he was not familiar with the city charter, and furthermore was unwilling to express an opinion on a matter that might come before him at some future time in his judicial capacity.

Some Queer Proceedings. "Some time ago I paid for filling a lot on Hawthorn street under contract by the city, 32 cents per square yard, and by engineering skill, had to pay \$174, the total for filling the lot being \$78,07, while a year afterwards my neighbor's lot was assessed with but 81 cents per square yard.

Cholera's Coming Sure. "If the cholera comes to Omaha, and I have no doubt that it will," said the doctor, "the first places that it will strike are the wealthy districts, and it will strike the eastern part of the city."

Plenty Awaiting the Plague. "Cholera does not thrive in a dry locality," he said, "but down there where it is low and wet, it would develop alarmingly. The personal habits of the denizens of the slums are so filthy that it would be impossible to disinfect it all thoroughly, and the disease will be brought on vessels on which it did not naturally exist."

Remarkably Low Eastern Rates. "Recently received rates to Washington, D. C., and return via the Northwestern line," Sept. 13 to 20th, inclusive, good returning until Oct. 10th.

Choice of routes east of Chicago, with liberal stop-over privileges. Sleeping car berths can be obtained through to Washington. Call early at city ticket office for full information, 1401 Farnam street.

Many of the comrades of George A. Custer, U. S. Grant and George Crook posts at Omaha have engaged berths in a tourist sleeping car for their exclusive use, to leave Omaha via Chicago & Northwestern railway at 7 p. m. Friday, Sept. 16, from the Union depot. A limited amount of space is still unoccupied and can be secured at headquarters, 1401 Farnam street, on early application. Railroad fare is \$28.00 for round trip. Sleeping car \$4.50 round trip for double berth.

Why He is Tired. Jean Sebans Tells of His Unwilling Efforts to Imagine a seven-foot embankment above the grade of the street on top of which is a small barn, which could not possibly contain more than two animals properly cared for, but which now has from four to six miles and horses; the manure of these poorly fed and never cleaned animals piled up from four

ASK NOTHING FROM THE CITY

Union Pacific Officials Very Indifferent About Union Depot Matters.

WANT FURTHER CONCESSIONS MADE

Mr. Thurston Says the Company Will Build a Depot for Its Own Use if the City Does Not Come to Time.

Representatives of the city and the Union Pacific officials met yesterday at the city engineer's office in conference upon points of difference between the municipality and the railroad looking to a completion of the union depot. There were present President Kimball of the union depot company, General Solicitor Thurston of the Union Pacific, City Attorney Connel, City Engineer Rosewater, ex-Mayor Charles H. Brown, Councilman Spence, Peter Blum, and Ed Howell.

City Attorney Connel contended that the railroad had on many past occasions violated the ordinances under which they hold lands in the city of Omaha, to which Mr. Thurston entered a general denial. He stated that the courts were open and had been open for years to test the matters at issue and he had no hesitancy in saying that the railroad had performed every contract which it had agreed to.

Then came up the Old Man of the Sea—the bridge question and the attitude of the Union Pacific company toward the other roads attempting to enter the city of Omaha via the Union Pacific bridge. Mr. Connel then read from the grant giving to the Union Pacific the right of eminent domain and the company would bring other trunks of the roads across the bridge, at compensation mutually agreed upon. This Mr. Thurston said had been done by his road as the papers in the Hook Island and Milwaukee would show.

Thurston States the Issue. Mr. Thurston said in a running talk: "The situation about the union depot is this. We arranged to allow the city to acquire an additional acre on the ground floor for compensation, and we gave the building of this depot to an independent company. At the outset we were understood to have agreed that we would not convey the depot grounds to an independent company. Of course we were willing to allow the Burlington company to build a depot on our grounds, but they were not inclined to do so. If the city of Omaha wants a union depot the title to the ground will have to be cleared up, and can go ahead and build a depot, there can be no compensation with our needs. We can shut the Burlington out under our franchise. We do not want to do this, but if the city is desirous to have the depot completed the course to be pursued is very plain."

Mr. Connel stated that while he was not authorized to make any proposition he had made a proposition to Mr. Kelley in order to get some basis to work upon. The city to waive its call for the bridgetoll arbitration board.

The city to waive its call for the depot maintaining on the grounds, but they were not inclined to do so. If the city of Omaha wants a union depot the title to the ground will have to be cleared up, and can go ahead and build a depot, there can be no compensation with our needs. We can shut the Burlington out under our franchise. We do not want to do this, but if the city is desirous to have the depot completed the course to be pursued is very plain."

As to the accretion he was willing to give to the city through it, reserving a reasonable right-of-way through it which is given by ordinance. But to do this he wanted the city to confirm the title to the bottom lands, that while he had no doubt about the title vesting in the company he wanted to avoid the perpetual cry through the newspapers that the Union Pacific was holding land that it had no title to.

Mr. Connel generally thought the proposition a fair one, although he expressed a doubt about the bottom lands and particularly the bridges. He was willing to confirm the title of the road in this case.

Mr. Thurston replied that his people had always these bottom lands, and he thought that they were not the key to the situation. These blocks were conveyed in 1863, with a proviso that "in case the eastern terminus of the Missouri river shall be located and continued within one and a quarter miles of Farnam street in said city of Omaha, then, and that case, the premises hereby conveyed shall revert to, and become re-vested in said city."

Mr. Brown, in speaking as a citizen said that he understood Mr. Thurston's proposition to mean that the title to the depot grounds be cleared up by being quit-claimed to the Union Pacific, the premises hereby conveyed avoid the conditions of the Saunders deed. He thought that to quit-claim would hardly be a business proposition, for he held that the stipulations in the Saunders deed were vital to the interests of the city.

He said he would not make a contract or in anywise give to the railroad any forfeiture of right which would work against the best interests of the people. He contended that to divest the deed of its reversionary character would allow the railroad company to do what they pleased with the grounds. He thought the easiest way out of the difficulty would be for the Union Pacific and Burlington to unite in building the depot without the formation of a depot company.

Little Hope for Settlement. Mr. Thurston, however, cracked the nut by saying that his proposition would prevent the two companies from building a depot as originally planned. He said that his people did not propose to erect a depot and furnish grounds for other roads unless compensated, that under the Saunders deed the Union Pacific was not compelled to construct a depot for other than its own use.

City Engineer Rosewater, after listening to the talk, said that as he understood it the Union Pacific wanted a quit claim deed to the depot grounds in order to get a clear title to go into the money market for the sale of these lands, and he wanted to know why that could not be done.

Mr. Thurston said that his people did not want to abrogate the terms of the Saunders deed, but wanted a conveyance to the railroad company, retaining the right of reversion in transferring the depot grounds to the depot company.

Then the gentlemen drifted into a desultory talk about "title," "reversion," "quit claim," "legal conveyances," and other legal phrases to the exclusion of the proposition in question.

But Mr. Connel finally said: "Why not release on the triangle and let the other questions go for this time or for the future to settle. As it looks to me we are farther away than ever from reaching a conclusion. I have thrown out several suggestions and they have not been seriously considered. Now I am willing to let things go as they have gone and let the injunction suit come up for adjustment."

Mr. Prince wanted the attorneys to get together privately and decide upon a basis of settlement, but Mr. Thurston said that it would be useless as Mr. Thurston's proposition was a jug handed affair and virtually overturned the former proposition which Mr. Thurston responded, "I am awaiting nothing at the hands of the city in this matter. If they don't want a union depot will build a depot for ourselves."

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Suing For Insurance. Joseph Beckman, administrator of the estate of Helena Kieffer, deceased, has brought suit against the Home Insurance company of New York to recover the sum of \$1,000.

Think They Are Thieves. The detectives yesterday brought in three men from South Fourteenth street whom they consider good catches.

Cold Wines Owned by Omahans. Rawlins, Wis., Sept. 13.—(Special to The Bee.)—J. G. Rankin has returned from Jack-Creek placer mines, thirty-six miles south-east. The company has 2,465 feet of thirty-inch bedrock floor in ground prospects big, gold coarse, some as large as wheat grains. Omaha capitalists are backing the mine. A number of new leads are being daily located.

Plans for the new public library building will be completed early next week and bids will be asked at once. The directors are anxious to get the work started and to get the foundation completed this fall so as to be in position to rush the structure to a speedy completion next season.

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