

TOM KIMBALL'S TALE.

The Assistant Manager of the Union Pacific before the Railroad Committee.

The Flea of Poverty Put Forth to Prevent a Reduction of Rates.

While the Tariff is Haunted to Meet the Market Fluctuations.

The Company Divorced From Politics, "out as Individuals We Take a Hand"

The Efforts of Gould to Consolidate the "Bee" and "Republican" Detailed.

Together With the Amount of Penny Paper Provided for the Regular Organs.

The Whole Story Purposely Colored According to the Predilections of the Author.

THE RAILROAD INQUIRY.

Special Correspondence of The Bee. LINCOLN, January 29.—The interest that has been evinced in the proceedings of the special railroad committee increases very materially as the investigation progresses, and to-day room 6 was quite crowded with railroad officials, attorneys, legislators and citizens.

In regard to the pass business, the witness said, "We have for quite a number of years made a rule, and pretty strictly enforced it, to charge a half rate on all passengers on a low class of service in the state. We continued to do that until we ascertained that our friends of the B. & M. road were issuing passes. On those days the B. & M. and anti-monopolists were the same thing. I found that they were issuing passes pretty freely in cases where we would give half rate, and knowing a notable case, I found Mr. Rosewater down at the B. & M. depot distributing passes to the state company."

Asked as to whether he ever dictated or intimated to his attorneys or agents or employees what he desired on behalf of the U. P. railroad in respect to the choice of public officers, witness said: "I don't remember any instance of that kind but there may be. If, as I said before, the candidate I know to be seeking an office for the purpose of blackmailing or taking advantage of the U. P. company, should oppose him, I should say to any other man 'I want that man defeated.'"

Asked whether he could state the per cent of travel over the U. P. railroad that goes upon free passes, the witness said: "The last time I examined the records of our free transportation in connection with our paying mileage I found that about two per cent of our total mileage was mainly made up of free transportation that is exchanged between the railroads of the country. That includes all free transportation given to other railroads for their officers and employees or transportation given to editors, missionaries, charity passes, etc."

With regard to issuing passes to be distributed, witness said he had issued a few blank passes to Mr. Thurston, but never many. His impression was that he (Thurston) had never had a hundred blank passes all together, perhaps not more than half that. He kept a record of all free passes issued and he was the custodian of the record.

In reference to the basis upon which the Union Pacific fixed their rates, witness stated: "The cost of transportation is the primary element, and that cost is, especially in matters of passenger rates, governed very materially by the volume of business. In the state of Nebraska we base our passenger rates at four cents a mile for the main line and all its branches. We could not afford to do the business on our branches at ten cents a mile directly, and in order to support the branches we allow in the division of the interchange between the main line and all branches in Nebraska a constructed mileage equal to a mile and a half on the branch to a mile on the main line. That is equivalent to the constructed mileage of 50 per cent in favor of the branches." In reply to another question witness stated: "When the Union Pacific road was first built the rates were ten cents a mile, the volume of traffic or travel at that time not yielding revenue enough to run passenger trains at less than ten cents a mile. It was then reduced to seven and a half cents, and subsequently reductions have been made down to 1881, when the rate was established on the basis of four cents a mile.

Interrogated as to whether the increase of business was not sufficient now to warrant another increase, the witness stated that it had not. The company had special reasons why they did not want to reduce rates just now. They were trying to improve their passenger service and wanted to do it with a loss. They had a mileage in the state of 500 miles of branch roads which they ran as economically as they could and yet for the year 1881 the expenses of maintenance, operation and interest on the bonds amounted to \$706,463.32 more than the total receipts. In 1882 the same deficit amounted to \$567,203.38. At present the increase on the main line did not suffice to overcome this deficit but it was a long time off. In fixing rates they sometimes took into consideration the fluctuations of the market.

A number of other questions pertaining to pooling, the effect of the Deane law, and were put to the witness and then the question of salaries came up, when Mr. Gray, of Douglas, and Citizen Mason objected to the question being asked. Senator Reynolds reminded the

gentleman from Douglas that the other day he had pointed out that the committee could obtain such information from citizens of the road, but Mr. Gray said he mistook his meaning. Senator Reynolds held that the people are taxed to pay these officials, and they would like to know what they are taxed for.

After some further discussion Senator Reynolds moved that Mr. Kimball be respectfully asked to state his salary. The motion was not seconded, however, was of course lost.

The chairman (Mr. Grant of Ohio) asked if the Union Pacific had any interest or owned any stock in any newspaper, and the witness replied "not within my knowledge."

Senator Reynolds inquired if they had done so. The witness replied, "If the committee will allow me to state all the facts."

Senator Reynolds—"That is what we want; the exact facts." The witness continued, "At one time Mr. Gould said to me on his own behalf that he had a talk with a representative of Rosewater, and Mr. Rosewater himself."

Senator Reynolds here objected on the ground that this was mere hearsay. Citizen Mason suggested that it would be well to hear what Mr. Kimball had to say, and it could be struck out of the record if irrelevant.

Senator Reynolds—"If you want to have a little amusement for the audience I don't object."

Mr. Kimball then proceeded to relate his little story as follows: "I was going on to say that Mr. Gould said that he had had a talk with Mr. Rosewater, and a representative, and that he had a meeting with these parties to canvass the proposition for him to get control of a majority of the stock of the Omaha Republican and consolidate that paper with the Omaha Bee; and he said to me, I have been thinking the matter over, and I should not be surprised if an arrangement of that kind would be feasible and desirable, perhaps profitable, and I will delegate the authority to you to negotiate with Mr. Rosewater this consolidation and to go ahead and buy a controlling interest in the Omaha Republican."

I did not understand that he was talking for the corporation—the Union Pacific. It was a matter that had been brought to his personal attention, and he came on to me to look it up and let him know what I thought of it. I finally got a positive order to carry out that arrangement if it could be accomplished. I met Mr. Rosewater and talked the matter over with him. He came to my office almost daily for weeks to confer with me on the subject, and I asked him to map out his programme for such consolidation if I was successful in buying the controlling stock in the Republican. He did so, he gave me in writing a list of the officers that was to own and control the two newspapers. I have got that now in writing the original memorandum. He also said to me that it was his place to put the Omaha Bee in the consolidated company on a certain basis naming the number of thousand dollars that he should ask for the Bee property and circulation, and also the price that he would be willing to pay the Omaha Republican to get into that consolidation and the stock basis upon which he proposed to organize the new company and that Mr. Gould must put in \$20,000 in money to the new corporation and take stock. Rosewater was to represent so much of the stock, and a third party was to hold the balance of power between the two parties and he named that party; the party that would be in control of the stock, and I would be to Gould. On that was another condition that he was to be the managing editor of the company, and that Mr. Brooks was to be associate editor. I told him I would take the scheme under advisement and communicate with Mr. Gould. I did so. Gould told me to go ahead. Mr. Rosewater told me to go ahead, and I did go ahead and bought some of the stock. When I struck P. W. Hitchcock I got a rebuff. He would not sell. I tried Chas. W. White and he would not sell. He would not sell. He did not want to part with his stock under the proposition, in which he was to play second fiddle to Rosewater. But I went to buying the stock and got quite a block of it. I was summoned to go to New York to Mr. Gould. I went on, and went over to Washington with him, and while we were in Washington we talked this matter over. Mr. Rosewater arrived there and had frequent interviews with Mr. Gould, and persuaded him all the while to put my check doubled my ability to get hold of the control of the majority of the stock of The Republican; that there were heavy stockholders there who proposed to fight the proposition in the courts, and that I doubted the thing would go easy. He then asked that he would organize a company of his own, and get Mr. Gould to take that and let the Republican go, and he went ahead on that basis. He asked Mr. Gould to take \$100,000 in cash for the company. There were certain stipulations, the details of which I do not now recall, but I know the fact, for he told me so himself, and Gould told me so, and he asked me to see Gould and prevail on him to bring about that arrangement; that he must have his answer if possible while in Washington; that he had invested in presses and additional machinery and enlargement of his building, and he wanted to go right ahead; must go ahead, and wanted Gould to say right there and then whether he would give the \$100,000. Gould went on to New York. Mr. Rosewater followed him and told him he would take \$20,000, and there the matter dropped. Gentlemen, that is the way we became stockholders of the Republican. Senator Reynolds remarked, dejected into it by Rosewater and Gould.

Mr. Gray—in consideration of this arrangement what was the newspaper to do on behalf of the railroad companies. What policy was Rosewater to pursue, as chief editor of The Bee? Mr. Kimball—"His sponsor, who answered for Mr. Rosewater, said he would be friendly."

Mr. Gray—"You are now stockholders in the Republican?" Mr. Kimball—"No, sir."

With regard to the printing they had done, Mr. Kimball stated that they had an understanding between The Bee, Republican & Herald, to equally divide all that they could profitably and conscientiously have done at that point. The printing was to be done at Chicago prices, plus ten per cent, to cover expenses of transportation for raw material. Afterward Rosewater fell out of the line, and the printing was divided between the Republican and Herald and the local job offices of Omaha. Rosewater made a claim for quite a large sum against the company when the U. P. refused to give him his third of the printing, but that claim was never entertained because there was no contract. It was simply a verbal contract, the same that was made to the Republican and Herald. After Rosewater made the claim, all the men who had anything to do with placing these orders were called up by the president and asked to state whether they had made such a contract. They replied without exception that they had not. Mr. Dill decided, as all the rest did, that it was a species of blackmail.

Citizen Mason—"In fixing the date at which you parted with the Gould stock in The Republican, that was the time that Fred Nye and Mr. Yost purchased the paper or before?" Mr. Kimball—"At that time."

Citizen Mason—"You don't remember the precise date?" Mr. Kimball—"No, sir."

Citizen Mason—"But it was at that time?" Mr. Kimball—"Yes, sir."

The committee adjourned to 8 a. m. to-morrow.

MACE'S GIANT.

The New Zealand Pugilist's Arrival in New York.

City Sporting Men Welcoming Jim Mace and His Maori

And Talking of Coming Pugilistic Encounters.

New York Times.

Sporting society in this city has been agitated for many days over the expected arrival of Mr. Jim Mace, the famous pugilist, lovingly known as the "Gypsy," and Mr. Herbert A. Slade, the Maori half-breed. The trip of these two hard hitters across the continent has been chronicled in the newspapers throughout the country. Mr. Mace is perhaps better known in this city than elsewhere in America. Here, at one time, he was a part proprietor of a fashionable resort for sporting gentlemen, and was recognized among the gambling fraternity as a man who never became jubilant when he won money at cards, and who never grumbled and showed his teeth when he lost money at the same manner. He was never a boaster, and when he talked of his ability to whip certain pugilists in the prize ring he spoke calmly and in a voice that was not heard at the distance of a quarter of a mile. He frequently declared in the tones of a stranger, modestly ordering breakfast at Delmonico's that he could whip any man on the face of the globe. His departure from New York was regretted by a large circle of admirers. Information that he was living in retirement in Australia, after having amassed a large fortune, was frequently received in this city during the past few years, and it was understood that he had retired from the pugilistic world forever. Mr. Richard K. Fox, of this city, while securing the world for a bit against Mr. Mace, discovered Mr. Mace in New Zealand, and persuaded him to come to this country. Mr. Mace agreed to Mr. Fox's proposition, and brought with him what he calls a Maori half-breed, a Mr. Herbert A. Slade. In order to pacify many admirers of the pugilistic art, it is now given out that his father was an Irishman and his mother a Maori. He is 28 years of age, six feet two and a half inches in height, and weighs about 230 pounds. Mr. Mace is 52 years of age, five feet nine inches in height, and weighs, when in condition, about 150 pounds.

Accounts of the triumphal tour of Mr. Mace and Mr. Slade from San Francisco to this city have been eagerly followed by sporting gentlemen in this city. Mr. Mace was accompanied by his charming wife, a pet canary, a much-loved violin, and baggage sufficient for a theatrical company. At Chicago he was met by Mr. Harding, Mr. Fox's representative. The party reached the Jersey City depot at an early hour yesterday morning, and was welcomed by Mr. Fox and several shining lights in sports society. Mr. Fox was astonished at the immunity of the Maori, and was at once ready to back him for any amount of money to fight any man in the world, Mr. Slade, of Boston, preferred. Both Mr. Mace and Mr. Slade wore heavy fur coats and caps. The Maori seemed a head taller than the "Gypsy." He stepped about with the grace exhibited by an elephant. "You're the man I want," exclaimed Mr. Fox, and Mr. Slade looked down upon that gentleman and replied: "Yes, I guess so. The only man I ever had a check on a line with his nose. He wears neither mustache nor beard, and has gray eyes and a sleepy expression. He seemed a veritable mountain of flesh as he stood in his immense fur coat, but when he bared his arm it was observed that he was very muscular. He said that he had gained about 30 pounds during his trip to this country. Mr. Mace was instantly recognized by old friends, who declared that he appeared as young as he was 10 years ago. The hair has departed from the top of his head, and that which remains behind his ears is of a grayish ring. He wears a mustache of good shape, and exhibits the old-time regard for his personal appearance. Both he and the Maori have bronzed complexions. Mr. Mace was delighted when recognized by acquaintances of years ago, and said that he appreciated New York as the only city in the world in which decent men should live. He has never seen Mr. Sullivan, of Boston, and is anxious for an introduction. Mr. Slade was thoughtful and uttered more commonplace remarks. He was overwhelmed with the commotion created by his arrival. He believed, he said, that he could "knock out" Mr. Sullivan. Sporting gentlemen who crowded around him were in the main of the opinion that Mr. Sullivan could easily defeat him.

After breakfast in the Metropolitan hotel, Mr. Mace and Mr. Slade entered a coach and were driven to the Police Gazette's new building. Franklin square was thronged with men and boys anxious to see the "Gypsy" and the New Zealand giant. In Mr. Fox's private parlors the two distinguished pugilists held a levee. Mr. Fox was enthusiastic in saying that he would give \$5,000 that Mr. Slade could whip Mr. Sullivan. He then said that arrangements had been made for a benefit performance for Mr. Mace and Slade in the Madison Square garden on Monday evening. Mr. Mace, Mr. Slade, Mr. Fox and Mr. Henry Rice entered the coach in waiting and made a tour of the city. Crowds followed the coach. The party visited Mr. McGee's saloon, in South street, and Mr. Thomas Lynch's saloon, in Nassau street. At both places the cheering throngs became blocked with people. While in Mr. Lynch's saloon the throng in Nassau street was so great that police officers were forced to clear a passage for trucks and other vehicles. The party visited Broad street, and there was great commotion among the brokers when the two figures in long fur coats with fur caps turned from Wall street into Broad.

The Maori towered far above Mr. Mace, and looked fully 7 feet high. A crowd followed them, and pointing to the larger of the two, shouted: "That's the slugger who's going to lick Sullivan. Ain't he a big 'un?" The crowd became so vociferous in its attentions that the distinguished party sought refuge in Delmonico's, where oysters were served to them "on the deep" and washed down with champagne. The bulls and bears were greater terrorists to the Maori and his guardian, Jim Mace, than Mr. Sullivan's fists, and the gentlemen so eminent in their sphere retreated from the vulgar gaze of the street as soon as an opportunity was presented for them to steal away without being seen and surrounded. The sights were strange to the gentle Maori, an admirer explained, and the untroubled notices that greeted his sensitive and startled ear at every turn made him think that it was a savage race he had been cast among. The strange, unearthly clamor that he heard when passing the Stock Exchange, which shook its very walls and sent terror into the Maori's heart, was doubtless the bear rail on Union Pacific. The party dined in the evening in Mr. Harry Hill's apartments in his theater building.

It was said for Mr. Mace and Mr. Slade that each is desirous of sparring with hard gloves with Mr. Sullivan in this city, and that each is willing to wager large sums of money that Mr. Sullivan cannot "knock him out." It is well known that the authorities will not permit any such glove contests, and there is, of course, no likelihood that a Madison Square garden audience will witness a show of that kind. Those who pretend to understand Mr. Mace's private feelings say that he has no intention of again entering the prize-ring. If a prize fight is arranged between Mr. Slade and Mr. Sullivan, many sporting gentlemen say that they will wager \$100 to \$50 that Mr. Sullivan will be the victor. Mr. William Edwards, known as the light-weight champion, and who is probably the most accomplished sparrer in the world, has long entered a desire to "meet" Mr. Mace. Mr. Edwards is one of the most quiet, manly men in Hoffman house, where his presence is calculated to bring peace out of disorder. He recalls that Mr. Mace once gave expression to a wish to fight in his "Edwards" ability, and is anxious to show the "Gypsy" what he can do. He announces that he will bet Mr. Fox or any one else \$1,000 that Mr. Mace cannot knock him out in four square rounds. Much surprise was manifested in sporting society yesterday when it became thoroughly understood that Mr. Edwards was in earnest in his declaration that he is prepared to give Mr. Mace a hearty shaking up. It is supposed that Mr. Edwards had resolved never to match himself against any one. He sparred with Mr. Mace in 1872. The Maori party attended Mr. Hill's theater last evening, and nearly all who saw the Maori said that he was "too fat" and that Mr. Sullivan would "scare the life out of him." Mr. Mace said that he knew the ability of his giant before he started with him from New Zealand, and has no fears that Mr. Sullivan can defeat him.

THE OTHER SIDE.

Special Dispatch to The Bee.

TESTIMONY OF MR. ROSEWATER.

LINCOLN, January 30.—Mr. E. Rosewater, editor of The Bee, testified before a special railroad committee this afternoon, giving his version of the alleged negotiations with Thos. L. Kimball and Jay Gould for the consolidation of The Bee and The Republican five years ago. He also testified concerning the political management of the railroads in this state, and their interference in the negotiating conventions and the legislators. The revelations he made created quite a sensation. He completely refuted all the charges made by Kimball on the previous day, and the attorneys of the road did not deem it prudent to cross-examine the witness. The full testimony will be forwarded by mail.

CURTAINING TIME.

Fast Trains Between New York and San Francisco.

Special Dispatch to The Bee.

TRUY, N. Y., January 30.—The statement is published here as coming from a prominent railroad man that Vanderbilt's special train to San Francisco will be run on a new fast schedule, and before next summer a passenger express will run regularly from New York to San Francisco with a reduction from the present time of thirty-six hours. It is said Vanderbilt will give the matter close examination during the coming week. Soon after his return the public announcement of running time will be made, showing the shortening of time between New York and Chicago from thirty-three hours, the present time, to twenty-four hours, and from Chicago to Omaha by the Northwest railroad, from twenty-two hours, the present time, to fifteen hours, a gain of fifteen hours between New York and Omaha. From Omaha to Ogden, by the Union Pacific fifty-four hours, the present running time, a reduction of ten hours will be made, showing the shortening of time between New York and Chicago from thirty-three hours, the present time, to twenty-four hours, and from Chicago to Omaha by the Northwest railroad, from twenty-two hours, the present time, to fifteen hours, a gain of fifteen hours between New York and Omaha. From Omaha to Ogden, by the Union Pacific fifty-four hours, the present running time, a reduction of ten hours will be made, showing the shortening of time between New York and Chicago from thirty-three hours, the present time, to twenty-four hours, and from Chicago to Omaha by the Northwest railroad, from twenty-two hours, the present time, to fifteen hours, a gain of fifteen hours between New York and Omaha. 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