

BOODLERS IN THE COUNCIL.

An Important Committee Attempting to Discover Them.

MR. SHILLINGLAW'S STORY.

How Tirrell Says the Dorset Works—Chaffee in Chicago—Lowry With His Hands Behind Him.

Hunting the Briber.

Councilman Lowry's forced absence from the city, on which an attempt was made to adjourn the alleged Dorset franchise bribery case, turned out to be a trip to one of the cemeteries just outside the city limits. He was on hand at 10 minutes past 2 o'clock yesterday afternoon when Chairman Burnham called the investigating committee to order. The entire committee, Councilmen Burnham, Bedford, Bailey, Kaspar and Ford, were present. Messrs. Lowry, Lee, Sanders and Schillinglaw were the only members of the council present.

On calling the committee to order, Mr. Burnham stated the investigation would be necessarily an informal one on account of the nature of the charges.

Attorney Simeral appeared for Mr. Lowry upon whose statement that he had been offered a bribe the investigation was started. The first witness called was A. Shillinglaw, the electrician, whose alleged attempts to "get on the ground floor" of the Dorset deal, caused the springing of the bribery case. He testified that he was engaged by Mr. Dorset to do the electrical work on the street car for the past fifteen years, he acknowledged that he was the author of the letter which has been published in the Omaha Herald and which was signed Councilman Chaffee and Davis had asked him to assist them in their examination of the system. He did not know where Mr. Dorset had been in Chicago during the visit of the Omaha council to that place. Mr. Dorset, however, had been in Chicago during the visit of the Omaha council to that place. Mr. Dorset, however, had been in Chicago during the visit of the Omaha council to that place.

When I asked Mr. Dorset, he explained the witness, "What assurance I could have that the Dorset system was not in Omaha, he said that the matter had been arranged with members of the council and had a majority of them fixed so that the matter would go through."

Mr. Bailey—Did he mention any names of the members he had fixed?

Mr. Shillinglaw—No, he did not mention any names.

Mr. Simeral—Did you know that Chaffee and Davis were going to Chicago when you went to Chicago?

Shillinglaw—I did not.

The witness was very positive that in all of his conversations with the witness said that no mention had been made of the names of any members of the council.

Cross-examined by Mr. Keyser, who represented the Omaha street car company, he went to see Dorset at the suggestion of Councilman Lowry, Chaffee and Davis, who wanted him to go to Chicago through the Dorset system.

Mr. Keyser—Did the members of the council pay your expenses?

Mr. Shillinglaw—No, sir, I paid my own expenses. I did not go to Chicago for the Dorset system, but I would have gone if I had not.

Chairman Burnham requested the witness to furnish his name to the committee and settle his trouble with Dorset outside.

The witness said he would not accept the same conditions as to favor the measure of the Dorset system, as he now has a much better position. He opposed the system because any underground system would be detrimental to the interests of the Amnour company in Omaha.

The witness in closing stated that parties, who had been represented by Mr. Dorset, as favoring his system, were not in connection with the system, among them Eliasriean Patton and Prof. Barrett of the Chicago Amnour company.

Councilman Lowry was next called. In reply to Mr. Burnham's question as to whether he had been offered stock in the Dorset system, he said he had not.

He said he had been asked to go to Chicago to see Dorset, but he had not done so. He said he had been asked to go to Chicago to see Dorset, but he had not done so.

Mr. Dorset said to me in Chicago that he would give me the contract for the work in the city, and would show me how to make some money out of it. I considered the proposition a bribe, in form, at least.

Mr. Bechel has been offered stock, said Mr. Lowry, "to use his influence in getting this thing through the council. Do not know of any member of the council who has been offered stock in consideration offered by the Dorset people."

Mr. Keyser—"Did you have a letter from an Omaha telegraph company when you went to Chicago, giving you authority to use the telegraph office of Chicago?"

Mr. Lowry (after a moment's hesitation)—"Where did you get it?"

"It was sent by mail."

"Did you know of it before you left Omaha?"

"No, sir, I did not."

Who paid your expenses?"

"Mr. Bechel, at whose invitation we went to Chicago."

"Did you ever ask Mr. Kitchen if there was anything in this thing for you if it went through the council?"

"Not by a jugful, and Mr. Kitchen won't stand up and say so."

are agent at South Omaha which was outlined in the first line of an advertisement, a position to be affected by the passage of a subway ordinance. He asked me what had been done and I informed him that the board had been organized in Chicago by Mr. Kitchen. He inquired into the capitalization of the company and when I told him that he considered it a good scheme. He further stated that he had been compelled to visit his family in the forenoon so that he had missed the forenoon's investigation, but that it did not matter, as several of the council in his hearing had spoken favorably of the Dorset system. Then, in the afternoon, he returned to the city and found the Omaha gentlemen, but that like most people in Omaha his efforts were physically exhausted. He pressed his physical condition. He offered his claims to be let in on the ground floor of the enterprise in the face of my assurance that there was no ground there stand on the absence of the franchise. I made no question that his services could be utilized by the subway company in the event of its securing a franchise. I knew they had not retained an electrician. Saturday morning just after the delegation had breakfasted and were talking over the matter, he said that he had the same hotel and taking me aside said that I had promised him the other day to take him into the Omaha office as a call, and he wanted to know what he was to have out of it before proceeding further. I repeated my assurance of Thursday afternoon, and he said that Mr. Kitchen about him, but in the hurry of the departure I was unable to do so. He demanded the reference of Kitchen and inquired how he was to be paid. He offered he wanted a gift of stock and turned from him. It was my opinion then, and is now, that he was not to be paid. He had been told that he was to be paid on account of his alleged control of two or three of the councilmen. That opinion is based on experience in obtaining franchises, and is not a mere guess. It is assumed by Mr. Shillinglaw is a very common one.

He always considered Mr. Lowry as favorable to our system, as he has told me that he was acquainted with the workings of it, but I never offered Mr. Lowry any stock in the Dorset system, and he never told me that he was to be paid. He was to be paid on account of his alleged control of two or three of the councilmen. That opinion is based on experience in obtaining franchises, and is not a mere guess. It is assumed by Mr. Shillinglaw is a very common one.

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going to swear this gentleman to advertise in the Omaha Herald. Notwithstanding the big councilman's protest Mr. Hecht was permitted to say that the records in his company did not speak of any stock held by him, but that he had a high opinion of that gentleman's judgment in the sub-conducting of electricity.

Messrs. Johnson and Flynn did not appear upon the conclusion of the testimony of Mr. Hecht and the committee adjourned to 10 o'clock this morning.

TIRRELL TALKS.

He Gives the Dorset Affair Some Hard Knocks.

Walter G. Tirrell, local manager of the Thompson-Houston company, is one of the most practical as well as experienced electricians in Omaha. He says it would be a great detriment to the city if a franchise were granted to the Dorset system, or any other stock-jobbing sub-way corporation.

In speaking of this matter, he reviewed at considerable length the history of Dorset and his system in Chicago, said, "the scheme was introduced and worked there in just the same manner as they are trying to do here. The company was an electrical company. It first bonded its franchise for \$1,500,000, which cost \$40,000 in sugar to control officials for \$1,500,000, then issued stock, went around selling it to everybody, and raised as much more. After the bond was put in and here it proved itself, failed, and to-day the only wires to be found in it are those belonging to the district messenger service. The stock is worthless. If this city should now force us to put our wires on a sub-way and pay the sub-way company \$1,000 a year per mile rent, which is the amount they get in Chicago, we would not be able to pay the price of our lights or go out of business. I know that the thing is impracticable, and so do the sensible councilmen who would do the sensible thing of refusing to propose of investigating it. But there seems to be a few members of the council who come out and say that they will do the promise of this company that it is going to spend \$30,000 this year and they think it will make money plentiful. What does \$30,000 amount to when you are required for a year for a bond to an institution that will be of no use to anybody? It will give a few men employment for a short time. I can say to you now that if this thing is defeated, you will spend \$250,000 here during the next twelve months in enlarging and building up the city's water works, and in giving employment the year round to sixteen men, as now. I will not have men for forty years. The plans for new buildings, machinery, and other things are ready and we expect home mechanics to get the contracts for putting them in. The only thing that is needed is the money to run away from here. It is our intention to reduce the price of lights and maintain circuits day and night for the benefit of our people. We will not be away. But if this sub-way job goes through and we are ordered to go under ground it will be impossible for us to increase and improve our water works."

Mr. Tirrell also argues that by reason of the great territory he is compelled to cover in order to get the pains to notice and ruin him to be forced to patronize any sub-way concern that charged rent at the rate of \$1,000 a mile per year. "If we must go underground let us have the right to control it, and control it, or leave the matter entirely to the telegraph, telephone and electric light companies. We will not be away. But if this sub-way job goes through and we are ordered to go under ground it will be impossible for us to increase and improve our water works."

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Only for the fact that the investigation is no more than a matter of time, and that Mr. Dickey will be made public there. Mr. Dickey was asked about the reported facts shown by the investigation, the Western Union company, which had been reported to have any such favors, he did not get them from me, and