

STREET RAILWAY AFFAIRS.

Mr. Paddock Knows of No Proposition to Buy the Lines.

AN OPPRESSIVE ORDINANCE.

Dr. Mercer's Statement Concerning Recent Rumors—L. B. Williams Becomes Director of the "Consolidated" Company.

Paddock's Denial.

Senator Paddock was questioned as to the reliability of the story that he had brought from Messrs. Ames and Dillon, of New York, an offer to purchase the Omaha street and motor railways, and answered:

"I positively brought no such offer, have no knowledge that any proposition of the kind has been made, and do not believe the street railway company wants to sell."

It is charged by the opposition company that the Omaha street railway company is building with a view to selling out, suggested the reporter. But this failed to bring out an expression as to whether the allegation was true or false.

The senator was also asked why his company had sought its franchise under the name of the cable company, South Omaha, and he answered:

"O," said he, "the names remain as they always were. The cable company has a perfect right to do as it pleases in that respect. How soon do you expect to commence building down there?"

"At once."

An Interview With Mercer.

"This talk about the consolidation of our line with the other consolidated lines," said Dr. Mercer, of the motor company, yesterday, "is all nonsense. We have no desire to consolidate, and do not desire to sell. It would be folly for us to do so now, at a time when the road will begin to earn a little something. Building street railways in Omaha just now is a burden, let me tell you. Take the ordinance recently passed by the council; it is oppressive. A certain city official who had an axe to grind suggested to Councilman Wheeler that it would be a good thing to make the street railways pay for paving on streets over which their lines run, and Wheeler, thinking it would be a smart thing for him to do, railroaded it through the council. The ordinance is oppressive and will prevent the construction of at least fifteen miles of street railway in the city this year. It will require an outlay of \$40,000, and our part, and our part, and our part, and we must pay that sum, but at the same time we know that the city is too small to justify the outlay. We think the ordinance is practically amounts to the confiscation of property for five years."

Director Williams.

There is now a great deal of harmony in the Omaha Street Railway company, and it is said it is likely to continue until the question of selling the plant to Dillon and Ames is considered. In the court, which L. B. Williams threatens, has been averted by that gentleman being placed on the board of directors.

It will be remembered that when the Cable Tramway company consolidated with the Omaha Horse Railway company, a new board of directors was elected. Mr. Williams was not included in the membership, although he had been a member of the cable tramway board, and held something like \$20,000 in stock in the concern.

This omission has been greatly resented, especially because others who held less stock than he did had been placed upon the board. He promised to bring the matter into the courts.

At the last meeting of the company, B. F. Smith of Boston, resigned as a director, to maintain harmony, and Dr. Williams was elected in his stead. The board now comprises the following gentlemen: Frank Murphy, S. H. Johnson, Henry H. Johnson, Mr. Paddock, Captain Rustin, W. V. Morse, Captain Marsh, L. B. Williams and ex-Superintendent Smith.

Mr. Williams states that the Harney street line is now paying expenses, and the patronage is increasing upon it, while the income derived from the Twentieth street and other lines.

The receipts one day last week, from all the lines, were \$1,300. The number of passengers carried ranged from 30,000 to 35,000.

Will Not Consolidate.

"The rumors of an impending consolidation of the Omaha Street Railway company and the Omaha Electric Motor company are entirely unfounded," said a large stockholder of the street railway company yesterday. "So far as our people have any information no one of our directors has presented a proposition from Mr. Ames, Mr. Dillon, or any other capitalist, looking to a union of the interests. As a matter of fact the Omaha Street Railway company is going ahead in the face of all obstacles, legal and otherwise, which the motor company has thrown in its way, and is preparing to give the citizens of this city the best untried cable, electric and horse railway system that exists anywhere in the United States. Had it not been for the persistent and vicious attacks of the electric motor company upon our system, the sole object of which seems to have been to force us to take them into the fold at their own figures, we should long since have built two miles of additional cable railway. The only result of the opposition has been to stir up the opinion in favor of additional electric railways, no matter whether the rights of the public were invaded, as we still believe they are, by the erection of overhead poles and a street trolley. Before the creation of this unjust, and to some extent adverse public sentiment, our company was earnestly studying the storage battery system. Four of our directors spent three weeks in New York in investigating the Fourcault system, which is controlled by the Van Alstons, upon which the storage battery system is now to a limited extent in operation. When they left New York their indication pointed to the adoption within six months of the storage battery system upon the Fourth avenue line. When it is considered that such a system will be operated under the control of the Vanderbilts, conservative and shrewd business men, it can be seen what, as well as they are, the citizens of Omaha, have probably lost by being forced to compete with the poles and overhead wires of the electric motor company.

"So far as we are concerned, to ascertain the only object of these attacks upon our company by the motor corporation is in the interest of Mr. Ames, Dillon and Co. You see for its aim the ascertaining of our securities and the depressing of our stocks by temporary suits which will not win in the end, and in order that we may be forced at some future time either to consolidate with the motor company or sell our investment at depreciated figures to Ames, Dillon and Co. You can be assured that this scheme will not win. The Omaha Street Railway company has forty-five miles of stock now owned, and will soon add five more of electric road, and will soon show the people of Omaha which of the warring corporations is honestly attempting to carry out its pledges of the best facilities and ample service to the citizens of Omaha."

To Extend its Line.

The Omaha street railway company has applied for a permit to extend its line from Park avenue and Pacific street, west to Thirty-second, thence south to Woolworth avenue, west to Thirty-fourth street, thence south to the city limits.

The Rate Fight.

The demand by the Chicago board of trade that packing-house products and live stock be equalized from a rate standpoint will be met with considerable opposition when it comes up before the interstate commerce

SMALL ON PROHIBITION.

He Has Very Little to Say on the High License Question.

A large audience filled W. M. C. A. hall last night to hear Sam Small lecture on prohibition. About nine-tenths of the audience were disappointed, because they had anticipated hearing something new on the subject, though it must be said they were entertained. Mr. Small is something of a comedian, fairly successful in the art of imitation, and well up as a bully-rager. Much of his address was devoted to attempts at smart sayings in derision of certain politicians and church members who were so unfortunate as to have views of their own on the prohibition question.

It was expected that Mr. Small would say into high license, but the only critical reference he made to that kind of a law was this:

"It is a great high license without any sense—simply a machine operated by the devil for politicians to carve out buxard dollars, to place on the eye of dead consciences and make the corpse look respectable."

Further than a statement that the prohibition amendment had been submitted in this state in obedience to a large public demand, as he put it, and that in his opinion, the republican party here would be damned if that amendment was passed, he said nothing. His address was general, and virtually a repetition of the stereotyped temperance lecture. He raised his voice, abused every man who opposed prohibition, and gave illustrations of his own experience. The substance of his argument was that the law had started and would eventually sweep this country. The defeat in Massachusetts, the blackeye from Michigan, and the sure set back to be given by Pennsylvania, so he said, will only increase the determination of men like himself to push on.

Quite an admission was made by the speaker in agreeing with those who argue the inefficiency of state laws, such as Iowa and Kansas have. As an answer to people who ask why so many government licenses are sold to dealers in Iowa, he said it is because they fear the government, but have neither respect nor fear of the state law.

A Peculiar Accident.

A peculiar accident happened on Fifteenth street in front of the Barker block yesterday afternoon, that will probably result fatally to Evan Johnson, a Dane, who lived on South Sixteenth street. Johnson was passing along the street, about 4 o'clock, when a flower pot fell from the fifth story of the building, striking him on the head and crushing his skull. The injured man was carried to Dr. Lee's office and given medical attention, after which he was removed to St. Joseph's hospital. His injury was of a very dangerous character, and his recovery is hardly possible. The flower pot was the property of Miss Martin, a stenographer for the Dr. Lee Medical building, who was accidentally knocked from its place in the window by the young lady. Miss Martin, although in no way to blame for the mishap, was nearly crazed over the accident.

United States Court.

The jury in the case of Michael O'Brien vs. the Union Pacific Railway company for \$20,000 damages, alleged to have been sustained by falling off a switch engine, last August, returned a verdict in favor of the company.

County Court.

W. V. Morse & Co. brought action in the county court against Bechtold Bros., to recover \$190, alleged to be due for rent of a storeroom on South Fourteenth street.

The Chadron Banking company instituted suit against Henry L. Lee, Henry T. Clark and others, to recover \$175 on promissory notes.

John Rossicky was appointed administrator of the estate of Josef Dineber, deceased.

John Bronder was given a license to sell Johannes Blum. Both are residents of South Omaha, and are respectively aged 24 and 22.

The Michigan life insurance company was given a judgment for \$3 against Josiah Rogers.

THE NEW COUNTY HOSPITAL.

Commissioners Charge Myers With Hurling Eggs at the Board.

Architect Myers, of the new county hospital, sent the board of county commissioners, yesterday afternoon, a communication in reply to the recommendations of John F. Coyle, superintendent of construction of the hospital, on the proposed changes, relative to putting in four or more one-half mile across the extreme ends of the north and south corridors, as recommended by the superintendent, the architect says he fully approves of the plan, for the reason that the arches have been so built and the centers removed before the cement has had time to become sufficiently hard, that the walls have spread, and to remedy the evil these arches are a practical necessity. The architect says that had the arches been properly built and sufficient time allowed for the cement to become thoroughly set, there never would have been any necessary changes. Mr. Myers also recommended the placing of boilers in the room intended for fuel, setting the rear of the boiler feet from the rear wall, so as to allow access to the return pipes, and that the boilers be set four feet deeper, so that they will be on a level with the floor, and that the cast iron cover over the pipes that are laid below the basement floor be omitted, and that the cost thereof be deducted from the steam contractor's proposal.

In the examination of the specifications on the brick work, Mr. Myers held that it be as specified, and that the specifications have been fully complied with. The architect also suggested that all the floors of the corridors and examine street paving be done by the contractor, and that the surface be finished by the contractor, and that the surface be finished by the contractor, and that the surface be finished by the contractor.

The ladies of the Albright Methodist Episcopal church, on Monday evening, May 23, at the new church Thursday evening, May 30.

Mr. and Mrs. John N. Gramlich, Q street, were at home Wednesday evening to a number of young friends.

Anton Drogoun, the Bohemian, charged with illegal voting, had his hearing before Judge King Wednesday afternoon and was held over in \$500, and in default was committed.

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An informal discussion on points of practice was followed by an address of welcome by Lieutenant Governor Hull, to which a response was made by the president of the association, Dr. Bauman, of Waterloo. Papers were read by Drs. Dickenson, of Des Moines, and Cowperthwaite, of Iowa City, on medical education, and by Dr. Gilchrist, of Iowa City, and Drake, of Des Moines, on surgery. This evening the society discussed the section devoted to obstetrics and gynecology.

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