

PROGRESS AND ENTERPRISE.

Yesterday's Proceedings of the Development Convention.

AN ORGANIZATION PERFECTED.

Name and Objects of the New Association—Many Interesting Discussions—Entertaining the Delegates.

The Great American Desert.

The delegates to the Nebraska Development Association were slow in assembling yesterday, though the committee on organization went early to work in the afternoon.

In the main hall, H. T. Clark resumed the chair.

Mr. Correll, of Thayer county, offered a suggestion in regard to an interesting and profitable report on our state. Fremont's declaration, for instance, made years ago, "that it never rained in Nebraska," was meant for Thayer county particularly; but if they could see the magnificent crops down there now, they would know beyond a doubt that there was plenty of rain in Nebraska.

The idea of this state constituting the Great American Desert was preposterous, and should at all times be denied.

That this state was in debt, was another derogatory statement which had been made concerning Nebraska, and which should be refuted emphatically by this convention.

Mr. Champion S. Chase, representing Chase county, couldn't credit Mr. Correll's statement with regard to General Fremont's declaration. He thought that Fremont had been much maligned because, it is alleged, he had denominated this country "The Great American Desert." "I asked him," said the speaker, "how it was that this country was down on his expedition maps as the Great American Desert? He replied that in all expeditions there were cranks, as there are in all other enterprises. It was through a crank that this country got its name."

"What do you think of this country, general," I asked, and he replied: "I think it God's country."

"Again, there is an erroneous belief that the rainfall here is insufficient; but our bounteous crops of the past several years is sufficient denial of this. We should be able to do well upon any refutation, and we take Chase county as a sample county for the whole state. Number of acres in the county, 575,000; wheat, 100,000; corn, 125,000; oats, 25,000; hay and other products, 20,000; valuation, \$1,800,000; average value of improved land, above 25 per acre; population in 1888, 173,100; '90, 1,300; in '87, 3,800; in '88, 5,500, estimated from the vote of 1888.

"St. Joe with her railroads, is cutting right through the southern part of our state and stealing the trade from Omaha. That is a sufficient reason why we should have more railroads—the more the better. Omaha is friendly to all portions of Nebraska."

Judge Crawford of Cumming county said: "The enormous rain of this year in Nebraska should be dissipated. In '58, there was an unprecedented rainfall. All the streams were swollen beyond their normal dimensions. By the way, we have had dry seasons, but in '63, '64 and '65 the wheat crop was simply immense, averaging forty bushels to the acre."

"But about securing immigration. The railroads have done the most of course. The Fremont, Elkhorn & Missouri Valley railroad in 1881 sent out circulars and induced immigration. This raised the price of land up to \$5 an acre all along the Elkhorn. When farmers had secured their crops of this state that will convince them of the extraordinary merit of our climate and soil. Induce them to visit the state. They will come here afterward to settle, no fear of that."

E. K. Valentine of West Point, chairman of the committee on permanent organization, submitted the following report:

The name of this organization shall be the Nebraska Development association. It may be incorporated under the laws of the state.

Object—The object of this association is to advance the state of Nebraska and develop its industries and resources.

Government—This association will be governed by a board of managers consisting of fifteen persons chosen at the annual meeting, from the representatives of each county.

Officers—The general officers of this association shall consist of a president, vice-president, and a vice-president for each county, secretary, assistant secretary and treasurer, who officers shall be chosen by the members of the board of managers, except the county vice-presidents, who may be selected by the trade organization of each county having membership in this association.

Membership—All boards of trade or other kindred organizations of this state may become members of this association upon the payment of a fee of \$10.

Election—The board of managers should be selected and elected on the fourth Wednesday of each year by the majority of the representative chosen from each organization in that state.

Representation—The basis of representation at the annual meeting shall be five delegates from each board of trade or kindred organization, and one delegate from each railroad operating a line within the state.

Ex-officio—The general passenger agents of each road operating a line within the state shall be ex-officio members of the board of managers.

The report was adopted.

Hon. J. C. Waters, of Nebraska City, on behalf of the Missouri Pacific railroad, extended an invitation to the delegates of the convention to take an excursion on the Belt line, enroute to the city, leaving the Webster street depot at 2 o'clock. The invitation was accepted with thanks.

The work of perfecting the organization was left in the hands of a board of fifteen as follows, five members being selected from each congressional district:

First District—E. Baker, of Gage; R. B. Windom, Cass; H. T. Clark, Douglas; H. L. Wood, Otoe; T. P. Kennard, Lancaster.

Second District—C. H. Willard, of Thayer; J. C. Allen, Red Willow; Joel Hull, Minden; H. S. Baker, Jefferson; M. A. Hartigan, Adams.

Third District—L. P. Richards, of Dodge; C. M. Judd, Buffalo; A. C. Putnam, Dawes; J. C. Crawford, Cuming; C. H. Carroll, Cherry.

Mr. C. O. Lobeck made a motion that the county vice-presidents be appointed by the delegates present at the convention.

This brought about a very enthusiastic discussion, some holding that the vice-presidents should be chosen by the boards of trade of each county, and others by the delegates in session, as provided by the motion. The motion was finally adopted.

The following gentlemen were elected permanent officers of the organization: George W. Lintner, of Omaha, president; E. K. Valentine, of West Point, vice president; W. N. Nassop, of Omaha, secretary; J. F. Hallinger, of Hastings, assistant secretary; J. H. Clark, of Lincoln, treasurer.

Mr. Kennard of Lancaster stated that no membership fees could be accepted until the board of managers had selected permanent officers; also that a roll of all the members in the state be called, and in the call each county name its vice presidents.

Mr. Nassop stated that at the request of Mr. Kennard, editor of The Era, he extended an invitation to Mr. Lintner to give his art gallery, corner Eighteenth and Davenport streets, for the use of all the railroads for the adjournment of the convention; he had consented to grant one-third fare to those present.

Chasman Clarke invited the delegates to the High school commencement at the Grand opera house in the evening.

Mr. Valentine moved to adjourn until 3:30 o'clock, and in the mean time the county delegates might get together and select their vice presidents.

Chasman Clarke invited the delegates to visit Chautauqua at the Hotel.

F. P. Kennard, of Lancaster, extended an invitation to the convention to attend the Fourth of July celebration at Lincoln.

Adjourned.

In the afternoon, at 2 o'clock, the visitors

NOT DAMAGED.

Hogland's Property Not Injured by New Bridge.

For the past week the case of George A. Hogland against the Omaha and Council Bluffs Bridge company has been on trial in the district court, and owing to the nature of the contest, together with the large amount involved, has excited unusual interest and comment. The claim put in by Mr. Hogland was for \$187,500, based upon a real or supposed injury to his property by reason of the construction of the Douglas street bridge.

The light-between the lawyers in the case, Hon. A. J. Poppleton, and General John C. Cowin for plaintiff, and Hon. W. J. Connell for the defendant, was a hot one from the start to the finish. Mr. Connell took the position that the plaintiff not only was not injured by the construction of the bridge, but that it was an obstruction, and stood in the way of public improvements, while General Cowin and Mr. Poppleton contended that the property was injured and was seriously injured if not absolutely ruined. The arguments were the longest and most earnest that have been made in the district court for many a man.

The case was submitted to the jury about noon Wednesday, and a verdict returned in its favor at 1 o'clock on the court yesterday. The finding of the jury is an absolute one in favor of the defendant on all the points. Mr. Connell, in response to the inquiry of a reporter, remarked that he regarded the outcome of the great legal victory he had ever secured in court. He recognized that the bridge was to be constructed, and his opponents were two of the ablest attorneys at the Omaha bar, "but the case," said he, "has decided right, and the jury, by their action, has given renewed confidence to our public spirited men to take hold of other like enterprises and carry them forward to the benefit of the entire state, as well as the city of Omaha."

The motor people were in court again asking to have a check put on the Omaha and Council Bluffs Railway company. The order made when decisions were given in the Eleventh and Sixteenth street cases had not been entered, and consequently more trouble is being created. It seems that the street railway company secured a permit from the board of public works recently built a double track on Victor, from Sixteenth to Twentieth streets, and while the order gave them permission to build the motor company property, that they are doing it in such a way as to block them. The court ordered that work be suspended until an investigation can be made.

Hans Hansen, who will take over the selling mortgage property, pleaded guilty and was sentenced by Judge Hopewell to serve a term of one year in the penitentiary.

In 1857 a Missouri Pacific engine threw sparks into the fair grounds grass, which was dry and caused a fire which burned floral hall, Mount & Griffin had a sprinkling wagon in the building and it was also destroyed. The firm, however, have not been able to get a settlement, and commenced a suit for \$800.

The suit of T. J. Brennan & Co. against Omaha, for \$15,000, claimed by them as a balance due for work done on the city hall foundation, placed on trial Wednesday, has been brought to a sudden termination for the present. After the jury had been empaneled and the lawyers made their statements of the case, City Attorney Webster called on an order excluding all testimony from the jury. The grounds for such a motion are in substance that the petition of plaintiff failed to state facts, and that Doane sustained it. The jury then was withdrawn and plaintiffs were given until next Thursday to amend their petition, charged the case on a demurrer. As contractors for the city Brennan & Co. received \$88,000 and the city claims that this was the full amount due them, but the company denied the claim and commenced action for \$14,000.

Edward Walburn, the boy arrested with Sarah Waldburn, for adultery, was found guilty.

James E. Ward, the confidence sharp, is being tried before Judge Hopewell.

Walter B. Wilkins, a partition in the county court to have the will of his father-in-law, Charles L. Wilkins, probated.

On the War Path.

Wednesday afternoon Jim Creighton called at the court house and called for some blanks, upon which he stated he intended to make a formal protest against the assessor's return upon the tax list.

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THE WAGE SCALE EQUALIZED

Union Pacific Officials and Engineers Settle the Transfer Matter.

BOTH SIDES GRANT CONCESSIONS

Trains of the Kansas City Road to Be Brought into the City By Their Own Locomotives.

An Amicable Adjustment.

The grievance committee of the Brotherhood of Locomotive Engineers and the officials of the Union Pacific met at a late hour yesterday afternoon and took up the matter of wages of the engineers and firemen at the transfer. The company, some time ago, gave notice that it desired to equalize the wages of the engineers in the yards at the transfer and in this city. At the transfer the engineers are paid \$185 per day, while the scale in this city is from \$2 to \$3.50. At the meeting yesterday a settlement was effected, in which both sides made slight concessions. The engineers accepted a \$5.00 scale for the engineers at the transfer, and \$2.15 for the firemen. They then requested that the \$3 scale paid new engineers in the Omaha yards be wiped out, and the scale be made \$3.50 for all, which the officials of the company conceded. The wages of the engineers on the bridge run were placed at \$3.50 and those of the firemen at \$2.25 by consent of both parties, the bridge men to do switching when necessary.

Another important matter that was agreed upon was the privilege of allowing the trains on the Kansas City, St. Joe & Council Bluffs to be conveyed into Omaha over the Omaha and Council Bluffs tracks, and crews of that company. Owing to the feeling of the brotherhood men toward the engineers and firemen at the transfer, which is a branch of the Burlington system, the Union Pacific was compelled to haul the Kansas City trains with its own engines, the brotherhood men notifying the Union Pacific company that they would not allow the non-union engineers to operate in the city.

The Chicago & Northwestern at Des Moines, has been appointed general agent of the Milwaukee, at this place, to succeed W. N. Babcock, who goes to the South Omaha stock yards next Monday.

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