

MANY GOOD REASONS SHOW

Why the Nebraska Central Road Proprietors Should Be Favorably Supported.

ANTI-BOND VOTER ANSWERED SERIATIM

His Objections Taken Up and Passed Upon After Another and Disposed of Carefully and Completely—Some Legal Utterances.

Omaha, June 14.—To the Editor of THE BEE: Another "Anti-Bond Voter's" communication, I desire to say that in the letter which I wrote requesting an open discussion I gave good reasons for the same, which I will not take the space to repeat. My principal reason was that I knew many of the enemies of the project would make false statements under fictitious names, which they would not sign. Before I completed the letter I will show that there are so many false statements in "Anti-Bond Voter's" letter that no person who valued his reputation would dare to sign his own name to it, and that the writer evidently has some conflicting personal interests, or is representing some one who has, to stoop to such falsehoods and deceptions.

As to "managers," "corporation corporations," etc., I defy any one to say that I have used any such expressions and I believe I can safely say that there has never been a campaign conducted with less personalities or where any subject has been discussed so nearly upon its merits as the present one. What there has been in that line has emanated from the opposition, and this effort to improve Omaha's railway facilities, which is admitted by all interested persons to be the best devised scheme for that purpose which has ever been suggested, is openly called on every street corner by those who are working against it "a steal," "a raid upon the public purse," "a robbery," "a national abuse without stint has been heaped upon those connected with the enterprise. Despairing of any possibility of defeating the project upon its merits they have even resorted to religious prejudices to accomplish their nefarious ends.

What the Press Has Done. So far as the newspapers are concerned every one who has read them knows that there has been no attack by them upon either the advocates of the proposition or those opposed. It has been charged in public meetings that the newspapers refuse to give the public any information against the voting of the bonds; and in one meeting at which I was present I am told that the charge was open to the fact that we had bought up the newspapers, and that certain newspaper men were interested in the Nebraska Central company. I did not consider it necessary to answer these charges, but I find that because they have not been denied they are being used as an argument and the truth of same asserted. I, therefore, make this public statement. Neither THE BEE nor the World-Herald has received one dollar, or the promise of it, for their influence in this matter, but the contrary they have published without charge columns after columns on both sides of the question, in the purpose of giving the public the most complete and full information. Not one line of paid matter has appeared during this entire discussion except the necessary legal publications, for which they would have received the same compensation had they been against instead of in favor of the voting of the bonds, except what has appeared in the Sunday's issues and which was published as an advertisement at our request without charge, because we felt it would be an imposition after the courtesies shown us to ask such a large space free. No one interested in the Nebraska Central enterprise.

Who would be wild enough to buy nearly 100 miles of railroad for \$100,000, and sell it at 60 per cent of its supposed value for the sake of securing \$100,000, even if it could be done under the terms of the proposition, when the interest upon such an investment would eat up the entire subsidy long before the land could be resold even at a profit? He says we do not "propose" but have only "planned" to build a railroad in Iowa. The fact is, that the \$250,000 city subsidy is to be used to build a railroad in Iowa, and the Nebraska Central is to be the recipient of the \$100,000, and I submit that it is not a "plan" but a "proposition" which the Nebraska Central has shown its willingness to give \$100,000 for a Union Pacific-B. & M. depot at Tenth street, after having given the large tract of land on which the depot is to be located, that this is not a large subsidy even if the proposition did not include the Iowa subsidy. The reason that the phrase "we" was used instead of "we propose" was that it being somewhat doubtful whether the city could legally give a subsidy to build a railroad while another state had one, it was thought best to avoid any possibility of some one like an anti-bond voter from joining the delivery of the bonds after they had been secured. The public, however, is just as well protected, because not one dollar of the bonds can be secured unless the 100 miles of railroad is also actually constructed.

The argument that part of the scheme can be carried out and the other part abandoned is an entirely false statement. The provision that the bonds are to be delivered in installments does not change the matter, as the bridge would be constructed in installments, and the railroad lines in Omaha must, by the terms of the proposition, be constructed with the west approach of the bridge before the bonds are delivered. No one would be allowed to build a depot on the Iowa road, or to acquire the large depot grounds without providing a way to cross the river. So that, in fact, the entire scheme must be carried out if part of it is not. The right of way ordinance also ties it together, as the grant is made upon condition that the proposition to Omaha and Douglas county must be carried out or the ordinance be void. The two propositions—the city and county—were not tied together because it would have been illegal, and the bonds would be upon such conditions, would have been void.

When that is owned at present by any roads now here. As to the amount of business to be secured, I will call attention to the fact that the principal reason that more business does not cross the river at Omaha is that it has been forced to cross at Plattsmouth and Blair because of this same policy of "anti-bond" voting. Nothing develops business like good facilities and reasonable rates. While we cannot expect to take from the present bridge company a very large percentage of the business of which it now has a monopoly, we expect to be able to secure a portion of it and our full share of the trade. One of the best reasons why Omaha and Douglas county should aid this new enterprise is because it is planned so that it will be adequate for all future demands, and that assistance is necessary so that it may be able to live and compete during the time when it is struggling for business to secure a foothold and trying to keep out of the jaws of the anaconda that has succeeded in killing every scheme calculated to break up its monopoly.

Will Break Up the Pool. If there is a grand pool of railroads controlling the western country, as is claimed, to break it down or cause it to lower its rates is to bring roads into the territory which are not now securing a portion of the business and let them compete for it. The Nebraska Central proposes to do that very thing. Anti-Bond Voter evidently recognizes some corporation which desires to maintain the status quo. It is not necessary to build a railroad to Chicago to connect with roads that are not now in the pool, they are reached by a much shorter line. "The great and bitter legal contest between giant corporations," to which he refers, was fought about the city of Omaha, and the Pacific, which refused to stand by its solemn obligations, not only to the railroad companies but with the city of Omaha. The fact that Omaha shouted and howled in favor of the Iowa roads shows that the people understand the real trouble and can't be deceived by the cry of the friends of the Union Pacific that to secure lower rates is its only object. In all the discussions at that time not one reference was made to rates, but the cry was "let the roads come in as you have agreed to." No one expected lower rates, but they did expect and demand good faith, and wanted to see a road depot in Omaha, not at Dillonville; and their freight departed promptly without delays at Council Bluffs.

Within the People's Control. Anti-Bond Voter's argument with respect to the Iowa road and the use of it by other corporations and the number of lines which may be brought in over it, fails to take into account the fact that the Iowa road is to be operated by the Nebraska Central, and it is so simply, to its depot grounds, which it received as a donation upon well known conditions which have not been changed, and waive the giving of a bond of \$300,000 by that company and the B. & M., which was agreed should be given as an earnest of good faith when it made its last promise to allow all railroads to enter Omaha and its proposed new union depot upon fair and equal terms. Suppose the Iowa road, under these conditions, and suppose the Union Pacific was its freight in the courts; suppose the Nebraska Central or some similar scheme is not carried out, will not the roads which now have the right to cross the Union Pacific bridge and deliver their passengers in Omaha be charged as low as the Iowa road, and all railroads kept out of Iowa? What will their union depot amount to if no roads but the Union Pacific and the B. & M. are to be permitted to use it?

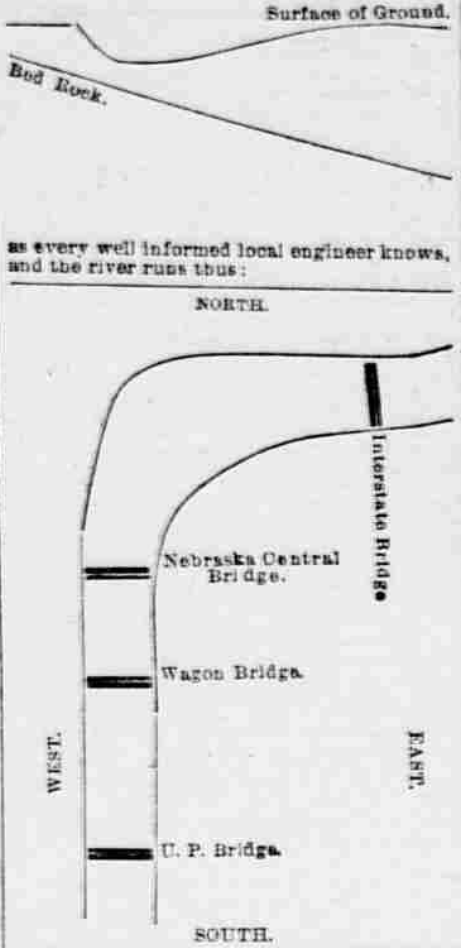
How could any roads now at Council Bluffs use such a bridge? Anybody who has said that they will build a bridge in that impossible location? Don't it help to show if it was not already made clear by the mutual interests and associations of the roads that the talk about building a bridge by them is only a bluff in the interest of the present monopoly.

What Some Talkers Are Saying. There are others who have schemes (but not one that would be of any special benefit to Omaha), and which this project interferes with; and that is why certain parties are fighting so hard against the bonds. One man, who has been advertised for the last ten years as ready to put \$100,000 into a railroad to run from Omaha to Council Bluffs, has made no effort to get some one else to go in with him without success, is now fighting the bonds and always wins his suit by saying that he will build a bridge at Florence for \$300,000.

He's Away Off. Who would be wild enough to buy nearly 100 miles of railroad for \$100,000, and sell it at 60 per cent of its supposed value for the sake of securing \$100,000, even if it could be done under the terms of the proposition, when the interest upon such an investment would eat up the entire subsidy long before the land could be resold even at a profit? He says we do not "propose" but have only "planned" to build a railroad in Iowa. The fact is, that the \$250,000 city subsidy is to be used to build a railroad in Iowa, and the Nebraska Central is to be the recipient of the \$100,000, and I submit that it is not a "plan" but a "proposition" which the Nebraska Central has shown its willingness to give \$100,000 for a Union Pacific-B. & M. depot at Tenth street, after having given the large tract of land on which the depot is to be located, that this is not a large subsidy even if the proposition did not include the Iowa subsidy. The reason that the phrase "we" was used instead of "we propose" was that it being somewhat doubtful whether the city could legally give a subsidy to build a railroad while another state had one, it was thought best to avoid any possibility of some one like an anti-bond voter from joining the delivery of the bonds after they had been secured. The public, however, is just as well protected, because not one dollar of the bonds can be secured unless the 100 miles of railroad is also actually constructed.

TO PROTECT THE PUBLIC from fraud and imposition, the genuine medicine of Dr. R. V. Pierce are now sold only through druggists, authorized agents. They are the cheapest medicines to use, as well as the best, because in every case they pay off for the good you get. The money is refunded if they ever fail to benefit or cure. Being sold on this basis, the price of the genuine medicine always has been, and always will be, as follows: Dr. Pierce's Golden Medical Discovery (the remedy for all diseases arising from a torpid liver or impure blood), \$1.00 per bottle. Dr. Pierce's Favorite Prescription (the remedy for female weakness and derangements), \$1.00 per bottle. Dr. Pierce's Pleasant Pellets (the original and best Liver Pills), 50 cents per box. Dr. Sage's Catarrh Remedy, 50 cents per bottle. Suspicion naturally and rightfully attaches to any medicine advertised to sell Dr. Pierce's genuine medicine may offer dilutions, imitations, or substitutes, at less than the price given above. Beware of them.

bridge and terminal system. There is not one. No, not one. The Union Pacific and B. & M. never pretend to be anxious to build a free bridge and terminal system and its paid agents are working with might and main against our proposition. They succeeded in delaying the action of the Board of County Commissioners for weeks on the representation that they would offer something better, but have they done it? No. I am told that one of the boomers who tried to be re-elected before the election to deceive the public is that they will build a bridge and do all we have proposed without a subsidy. I have been informed by those inside of their own party that they intended to ask \$1,000,000 for their bridge and terminal system, which are supposed upon a "cheap John" scale, and to further their real estate speculations and which crosses streets, streets and railroad lines at grade and without reference to the interests of the public. If they have a better plan than ours why have they been ashamed to show it? One of their directors, who, by the way, has said that it almost took his breath away when he read in the papers that any set of men proposed to ask \$700,000 as a donation from Omaha and Douglas county to aid any enterprise, told a reputable citizen during the discussion before the commissioners that if our proposition was not submitted inside of two weeks it never would be submitted at all. It was not submitted for nearly three weeks, but his better proposition did not materialize. Why doesn't he tell the public that his engineer has told him that it is impracticable to build a bridge at the point suggested by our company because it is far down to bed-rock. The rock under the river slopes to the east thus:



Where is the rock when you get over to the latter stated location? Why do they say that they will build a bridge in that impossible location? Don't it help to show if it was not already made clear by the mutual interests and associations of the roads that the talk about building a bridge by them is only a bluff in the interest of the present monopoly.

How could any roads now at Council Bluffs use such a bridge? Anybody who has said that they will build a bridge in that impossible location? Don't it help to show if it was not already made clear by the mutual interests and associations of the roads that the talk about building a bridge by them is only a bluff in the interest of the present monopoly.

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ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

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Advertisement for Dr. Miles' New Heart Cure. Includes an illustration of a man's face and text describing the cure for heart diseases.

Advertisement for White Russian Soap. Describes it as specially adapted for use in hard water.

Advertisement for Pennyroyal Pills. Describes it as a remedy for various ailments, including fever and chills.

WEDNESDAY is the LAST DAY

This week on which you can buy FURNISHING GOODS AT Hellman's Administrator's Closing Sale,

because we are going to have a sale Thursday, Friday and Saturday that will wake up the natives and make clothing houses tired.

OBSERVE

Boys' Linen Coats, 10c a coat. Boys' Linen Suits, jackets and pants, ages 12 to 16 years, 75c a suit, Hellman sold them for \$2.

Men's Best Linen Pants, 45c a pants. Boys' Alpaca Jackets, 35c a jacket. Hellman got \$1.50 for them.

Children's Linen Kilt Suits, 50c a suit. Hellman's price was \$2.

Outing Shirts, stripes, plaids and black 50c and 75c a shirt. See them in the window. Fine silk stripe Shirts, \$1.25 a shirt. Black silk stripe Shirts \$2.50 a shirt. Hellman got \$5 for them.

Jersey outing Shirts and Swiss Conde Jersey Shirts \$1 a shirt. Everybody gets \$2 for them.

As to Underwear we sell the finest in the land at from 50 to 75 per cent less than Hellman used to and for less money than others can buy the same quality.

Hellman's Administrator's Closing Sale, Wednesday only. Corner 13th and Farnam.

Advertisement for 'The Ladies' Perfect' Syringe. Describes it as a vaginal syringe for various ailments.

Advertisement for Tennis Shoes. Retail prices of the New Jersey Rubber Shoe Co.'s Make. Includes a table of prices for various shoe styles.

Advertisement for 'Your Eyes' medicine. Describes it as a remedy for various eye ailments.

Advertisement for Z. T. Lindsey, Optician. Describes his services and location at 1111 Harney Street, Omaha, Neb.

Advertisement for Max Meyer & Bro. Co. Practical Opticians. Describes their services and location at Farnam and 16th Sts., Omaha.

Advertisement for Ripans Tablets. Describes it as a remedy for various ailments, including stomach and liver issues.

Advertisement for 'Save Your Eyesight' medicine. Describes it as a remedy for various eye ailments.

Advertisement for W. Baker & Co.'s Breakfast Cocoa. Describes it as a healthy and delicious breakfast beverage.