Why the Nebranks Central Pond Proposition Should Be Favorably Suppor ed.

ANTI-BOND VOTER ANSWERED SERIATIM

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

OMARA, June 14 .- To the Editor of THE BEE: Answering "Anti-Bond Voter's" communication, I desire to ear that in the letter which I wrote requesting an open dis cussion 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 faise statements under fictitious names, which they would not dare to sign. Before I complete this letter I will show that there are so many faise 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 bas some conflicting personal interests, or is representing some one who has, to stoop to

such falsehoods and deceptions. I was not afraid that the humble individual who would discuss the proposition on its merits would withhold his name, but rather the one who "was at the pinnacle," because we have so many of the latter kind who are interested directly or indirectly in existing nonopolies, and are willing to sacrifice the interest of Omaba for personal cala.

As to "taxshirkers," "corporation cormorants," 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 emunated from the opposition, and this effort to

improve Omaha's railway facilities, which is somitted 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 treasury," etc. and perconsinuous 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 appealed to religious prejudices to accom-plies their neferious cuds.

#### 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 not present I am told that the charge was openly made that we had bought up the newspapers, and that certain newspaper men were interested in the Nabrasa Courtain commany. I did not con-Nabraska Central company. I did not consider it necessary to answer charges of this sort, 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, viz: Neither The Bre nor the World-Herald has received one dollar, or the promise of it, for their influence in this matter, but on the contheir influence in this matter, but on the don-trary they have published without charge column after column on both sides of the question for the purpose of giving the public the most complete and full information. Not one line of paid matter has appeared during this en-tire discussion except the necessary legal publications, for which they would have rereived the same componsation had they been against instead of in favor of the voting of the bonds, except the half page advertisement which appeared in the Sunday's is-sues and which was published as an adver-tisement at our request without solicitation, because we felt it would be an imposition after the courtesies shown us to ask such a large space free. No one interested in any newspaper is interested either directly or innirectly in the Nebrasas Central enterprise.

A prominent citizen of Omana who happens to be on the wrong side of this ques-tion, and who has himself received unlimited quantities of free advertising in the daily papers, whose every scheme for the developby the press, complained bitterly in a public meeting a few days ago that he was unable to get the papers to support his side of the question. He has probably found what he should have known to be true, that the opin-ions of the newspapers of Omaha are not for

#### He's on the Wrong Track. "Anti-bond Voter" seeks to deceive the

public by representing that the phrase "free bridge," which has been used so often by the public press in referring to the needs of Omaha, means a bridge which the railroad companies might use without compensation. That is not the sense in which it is used at all. No one expects either the city, county, or any corporation to build a bridge which the railroads may a bridge which the railroads may use without payment. The trouble is that the owners of the present monopoly will not let them use their bridge at all, but insist upon exchanging business with the lowa roads at "Dillonville" and making every passenger destined to or going from Omaia and points west of the Mississippi river change cars at the Council Bluffs transfer. He would like the public to understand that the Union Pacific railroad is perfectly willing to allow all railroads to cross its bridge, but such is not the case. The fact is, that they are now trying in the courts to drive these out who have been permitted by a former ad-

ninistration to come in.
If you think the Nebraska Central does not propose a free bridge, and also a free terminal system, including a free passenger depot, and a free railroad 100 miles long, east of the Missouri river, read the propositions. You will see how utterly faise all statements upon these points are. So far as the maximum bridge rates are

concerned, I am willing to allow the public to form its own conclusions after reading my letters in THE BEE dated June 6 and 11. We have not claimed that the improve-ments at Omaha will cost \$5,000,000, but that the entire scheme, including the railroad to Fort Dodge, would cost that sum. The bridge, termical system, right-of-way, real estate and union depot will cost approxi-mately \$5,000,000, and while it is located in the center of Omaha and will be in every respect more modern and better than any ex-isting terminals, the cost will not be materially greater than would any chamblete system which could be devised which did not run around the city outside the Belt line, and would consequently be unable to compete with the present lines. To show that this is not an extravagantly planned scheme and that it will have no difficulty in competing with the Union Pacific I will state that the chief engineer of the Union Pacific railway gave the following testimony during the trial of the famous pridge and, vir: of the famous bridge suit, vir

#### Competing with the Union Pacific.

"I have estimated the value of the Union Pacific bridge and tracks, including right-of-way, from Council Bluffs to South Omaha, including only the switch from Thirteenth street around to the center of Douglas street, at \$6,794,376.34. This estimate includes nothing for viaduots built across the company's tracks; nothing for right-of-way in streets and nileys, which within the city limits comprise a large part of the grounds occupied for the tracks; nothing for station buildings and warehouses; nothing for the company's franchise. The value of the rightof-was is based upon the prices ruling 1887 for edjacent real estate, and which it is believed are true for 1801."

We will take our chances in competition with the Union Pacific particulary if it maintains its present policy, as you will see that our blant will cost less money than they sider theirs worth. The criticisms on feasibility of our plans can best be the feasibility of our rises can best be answered by saying that this is not a matter that has come up in a day or a night, but the plans were devised more than two years ago and have been pre-nounced by some of the most eminent rail-road engineers in the United States, after samination both in the office and upon the ground to be occupied, as seing first class in svery respect; and as affording a better ar-

MANY GOOD REASONS SHOWN rangement than is owned at present by any roads now here. As to the amount of busiroads 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 Piattemouth and Shair because of this same policy of the Union Pacific railroad. Nothing develops business like good facilities and reasor able 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 future increase. 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 dur-ing the time when it is struggling for busiing the time when it is struggling for business and to secure a footbold and trying to keepout of the jaws of the snacouda that hus succeeded in killing every scheme calculated to break up its monopoly. Anti-Bond Voter's argument with respect to the rates only confirms what I have said upon the maximum rate question.

> Will Break Up the Pool. If there is a grantic pool of railroads con-trolling this western country, as stated, the way 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 Nebrasaa Central proposes to do that very thing. Anti-Bond Voter evidently represents some corporation which desires to maintain the statu quo. It is not necessary to build a railroad to Chicago to connect with roads that are not now in the pool; they can be reached by a much shorter line. "The great and bitter legal contest between glant corporations," to which he refers, was brought about by the bad faith of the Union Pacific, which refused to stand by its salemn obligations, not only to the realizant com-

obligations, not only to the railroad com-panies, but with the city of Omaha. The fact that Omaha shouted and howied in favor of the lows 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 our 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 union depot in Omana, not at Dillouville; and their

freight delivered promptly without delays at Council Bluffs. What is this same Union Pacific Rairroad company doing now to further this same policy of keeping up the bars! It is maintaining that legal fight in the supreme court to annul its written contracts; and is sol-emnly proposing that in consideration of waiving the deliverly of \$150,000 subsidy bonds the city shall agree to give it title, in fee simple, to its depot grounds, which it recrived as a donation upon well known conditions (which have not been complied with), and waive the giving of a bone of \$200,000 by that company and the B. & M., which I was agreed should be given as an earsest of good faith when it made its last promise to allow all railroads to enter Cmaha and its proposed new union depot upon fair and equal terms. Suppose the city agrees to these conditions, and suppose the Union Pacific wins its fight in the courts; suppose the Nebruses 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 without change at the transfer, be forced tack and all railroads kept out as of yore? 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?

Within the People's Control, Anti-Bond Voter's argument with respect to the lows road and the use of 't by other corporations and the number of lines which may be brought in over it, falls flat because be misrepresents the facts. Head the propositions and you will see that the entire 100 miles must by the terms of the proposition be open to the use of all railway companies upon fair and equal terms, the compensation to be fixed by three of your district judges acting as arbitrators. They do not come in over existing lines, because they know that they will be unable to per across the river and into and through the city of Omaha upon any fair terms or at a reasonable cost, and because none of the various Iowa lines will permit them to run over their track at a fair rental, it being their policy, as well as that of the Union Pacific, to seep out competition as much as possible (and there being no way of com-pelling them to de so). In order to verify our statements to the public it is not necessary to show that by building 100 miles of road we can reach haif a dozen lines of railway, but we can clearly show that the building of that can clearly show that the building of that amount of free railroad will make it such an easy matter for that number of railroads to reach our lines that there would be no doubt about their taking advantage of so favorable an opportunity to reach a city such as Omaba. We must, however, connect with at least two of these roads and permit them to run their trains over this line across the bringe and into Omnha before we can secure the \$190,000 installment of the city subsidy. It is plain to be seen why Anti-Bond Voter signs a ficticious name to his article. No one who cared for his reputation would so deliberately misrepresent the terms and conditions of our propositions over his own signature. He says that should any one of a dozen roads happen to build a branch line into Council Bluffa, the Nebraska Central could demand the \$190,000 bonds. The fact is the proposition provides that the Nebraska Central must purchase the depot grounds and build the 100 miles of railroad in Iowa before it can receive any of these bonds. In another paragraph be claims that be could make a handsome real estate speculation by ouving this tract of ground, and again de liberately misrepresents because it would be impossible to secure this \$100,000 without tions. No one would be crazy enough to attempt real estate speculation by bringing

portion of it, and that a title acquired by condemnation is merely an easement and good only while the property is used for railroad purposes. He's Away Off.

Who would be wild enough to buy nearly \$1,000,000 worth of property that is now agsalable at 60 per cent of its supposed value for the sake of securing \$100,000 bonus, 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

forward a ratiroad project which would im-mediately have the effect of enhancing

values and any well informed person knows

that it would be impossible to acquire all

this ground without condemning at least a

He says we do not "propose" but have only "planned" to build a railroad in lows. The fact is, that the \$250,000 city subsidy is given to mid the Nebraska Central in the acquirement of its depot grounds and in the erection of a \$400,000 union depot, and I submit that in view of the fact that Omaha has mit that in view of the fact that Omaha has shown its willingness to give \$150,000 for a Union Pacific-B. & M. depot at Tenth street, after having given the large tract of land on which it is to be located, that this is not a large subsidy even if the proposition did not include the lowarailroad. The reason that the phrase "have planned" instead of "do propose" was used was that it being somewhat doubtful whether the city could legally give a subsidy to aid a railroad within another state, it was thought best to avoid any possibility of some thought best to avoid any possibility of some one like an anti-bond voter from enjoining the univery of the bonds after they had been The public, bowever, is just as well protected, because not one deflar of the bonds can be secured unless the 100 miles of rail-

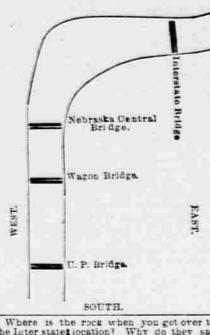
road is also actually constructed.

The argument that part of the scheme can be carried out and the other part abandoped falls flat, because the Douglas county proposi-tion is an entirety. The provision that the bonds are to be delivered in installments does not change the matter, as the oridge would be worthless unless connected at both ends with railroads, and the railroad lines in Omaha must, by the terms of the proposition, be connected with the west approach of the bridge before the bends are delivered. No one would be fool enough to build a \$400,000 union depot, or the lowered, or 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 s. The right of way ordinance also the it together must be carried out if part of it is. The right of way ordinance also ties it together. as the grant is made upon condition that the propositions to Omaha and Dougius county must be carried out or the ordinance be void. The two propositions—the city and county—were not ted together because it would have been ilteral, and the bonds, if voted upon

such conditions, would have been void. About Building Other Bridges. I desy that there are several other corporations that are anxious to build another

bridge and terminal system. There is not one. No, not one. The Union Pacific and B. & M. annex proteods to be anxious to build a free bridge and terminal system and its paid arouts are working with might and main against our propositions. They succeeded in delaying the action of the Board of County Commissioners for weeks on the representation that they would offer something better, but bare they done it! No. I am told that one of the boomerangs that is yet to be put forth before the election to deceive the public is that they will build a bridge the public is that they will build a bridge and do all we have proposed without a sub-sidy. 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 planned upon a "cheap John" scale, and to further their real estate speculations and which crosses streets, street car and railroad lines at grade and without reference to the interests of the public. If they have a better plan than ours 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 \$750,000 as a conation from Omahs and Douglas county to aid any enterprise, told a reputable ditizen during the discussion before the commissioners that if our proposition was not submitted inside of two weeks it never would be submitted at ali. It was not submitted for nearly three weeks, but not submitted for nearly three weeks, but his better proposition did not materialize. Why doesn't be tell the public that his angineer has told him that it is impracticable to build a bridge at the point selected by his company because it is too far down to bed-

rock. The rock under the river slopes to the east thus: Surface of Ground as every well informed local engineer knows, and the river runs thus



Where is the rock when you get over to the Inter state ionation? Why do they say that they will bulld 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 parties that the talk about building a bridge by them is only a bluff in the interest of the present

What Some Talkers Are Saying.

There are others who have schemes (but not one that would be of any special benefit to Omaha), which this project interferes with; and that is why certain parties are fighting so bard against the bonds. One man, who has been advertised for the last ten years as ready to put \$100,000 into a railroad to the northwest and has made repeated efforts to get some one else to go in with him without success, is now fighting the bonds and always winds up his story by saying that he will build a bridge at Florence for \$200,000.

How could any roads now at Council Bluffs use such a bridge! Another who its said to have) traded his influence for railroad support next fall asked the commissioners not very long ago if they thought a proposition to vote \$500,000 to aid (him) in building s tail-end of road to the northwest without any bridge could be carried. His solicitude for the interests of the public now will not permit him to vote such a tremendous tax upon them for this enterprize. He is paying out the funds for the opposition. Does any one believe that it is his own money? Is it not rather presumable

the funds of the old monopolies He is also charging that the voting of these bonds will stop the voting of bonds for school purposes for the next ten years, when he must know that the school distric is a separate corporate body, and the voting of these bonds would have no bearing what ever upon the subject.

Anti-Bond Voter evinces, a great deal of

solicitude for the public credit in face of the fact that park bonds recently sold at a premium of 6.08 per cont while this same proposition was pending and a time when every one conceded that the bonds would He also loses sight of the fact that the bonds do not become a city debt until delivered by the trustee after they are earned, and that only one-third of them are city bonds, while the other two third are county bonds, and the county can safely issue four times the amount asked without impairing its credit.

A few words about the Nebraska Central

in the past. No, I will postpone that for an other article, as this is already too long. I will say, however, that those who know the facts know that we do not owe Omaha or Douglas county any apology on that score, and I will show why before election day. All charges that we were at that time in collusion with any railroad—either the Roca Island, the Milwaukee or the Union Pacific -are utterly false. In conclusion I desire to say that if I am not greatly mistagen the bundle of falsehoods and misrepresentations published by anti-bond voters is largely the product of the fertile brain of that noble friend of Omaha who runs the politica end of a certain corporation at the lower end of Farnam street, and who said when the Nebraska Central proposition was pending in 1889 that they were willing to see the bonds voted because they were confident they could defeat the building of a bridge

that line were has been shown by subse-quent events; that they see that this is planued so that it is likely to succeed is best lustrated by their frantic efforts to defeat It. There is one thing, however, that rather stumps me, 1 e : If it is the party, why is be so afraid that we might sell out to his patron saint) Mr. Gould! J. H. DUMONT.

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