

REPLIES TO RAILROAD MEN

Lawyer McIntosh Continues the Argument on Railroad Taxation.

SAYS CITY ASSESSMENT IS DISTINCT

Passage of House Bill 171, He Argues, Will Not Affect Assessments for State, County and School District Taxes.

J. H. McIntosh, after reading the statement published by the tax representatives of the railroads yesterday morning said: "The railroads, in replying to my article on H. R. 171, published in the Omaha papers Tuesday, keep on dodging the issue raised by this bill just as they want to keep on dodging their city taxes."

"They talk about state, county and school railroad taxes, which have nothing to do with this bill, and which this bill does not affect. Sections 39 and 40 of the revenue law require the State Board of Equalization to value all railroad property within the state for state, county and school purposes, just as it did before it was passed. The state, county and school district railroad taxes will be levied, collected and equal in amount after this bill is passed, just as before. H. R. 171 relates to metropolitan city railroad taxes and does not relate to or affect railroad, state, county and school taxes."

"The railroads do not undertake to show H. R. 171 would deprive the city of any equity or a single school district of one penny of railroad taxes, but they evade this question and call H. R. 171 'the Omaha scheme.' Then they say, first, it is unlawful because it is double taxation, and second, 'it is impracticable to assess an inseparable entity.' I shall answer these in their order."

Why Do Railroads Worry?

"As to the claim that it would be unlawful for the city assessor to value railroad property within cities for city taxes that values all other property within the city for that purpose. If that were really so if the 'Omaha scheme' were really unlawful or the railroads thought it was, does anyone believe they would be giving themselves so much trouble about it? Does anyone believe they would think it necessary to offer their checks for the insertion of railroad-prepared misrepresentations as 'local or editorial' articles in the press of the state?"

"It did not worry them much when the city assessor of Omaha this year, disregarding the existing discriminating law as unconstitutional, valued railroad property as he valued other property. The railroads, with perfect equanimity stood by without a lobby, without paid editorialists, almost without a word of objection, and saw this done, because, believing it to be unlawful, they knew they could again, as they had so often in the past, resort to the federal courts to shield them from the exercise of state authority."

"It is not proposed to 'withdraw the value of the terminal properties from the outside mileage' for either state, county or school purposes, or to affect the law taxing railroads for state, county and school purposes. This bill relates only to metropolitan city taxes. It has no bearing on state, county or school taxes, or upon the law under which they are assessed. By confining taxes for city purposes with taxes for state, county and school purposes the railroads evidently hope to mislead the legislators. Therefore there is no analogy between the wheat illustration the railroads give and taxing railroads for city purposes."

Treble Taxation for All. In metropolitan cities every taxpayer pays not only double taxes, but treble taxes, namely, state taxes, county and school taxes and city taxes. These taxes are each levied by a different authority and for a different purpose. How property is valued for one of them does not affect the way of valuing it for another. Hence when we ask that the same offer that values other city property for city taxes value also railroad property within the city for city taxes we are merely asking for them the same thing that exists for us."

"As to H. R. 171 being impracticable. Suppose it is; then it won't hurt the railroads. Why should they spend money for false 'local or editorial' articles, and maintain a powerful lobby at Lincoln at great cost, to defeat something that is impracticable? But why should it be impracticable for the same assessor to value railroad property for city taxes that values other city property for city taxes? "On the ground that it is impracticable for the city assessor to value railroad city property for city taxes, do the railroads expect to keep on dodging city taxes? If it is impracticable, then why leave it with the state board? The logic of this proposition is the first honest argument I have yet heard from the railroads; for it means of course that because it is impracticable for the city assessor to value their property for city taxes, it must be impracticable for

Advertisement for Dr. Pierce's Favorite Prescription, featuring a woman's portrait and text describing its benefits for various ailments.

every one, and therefore, in the future as in the past, railroad property within cities must escape taxation for city purposes. Between Railroads and Assessor. This bill, however, does not raise the question as to how the city assessor shall value railroad property for city taxation, or what the valuation shall be. The bill merely clothes the city assessor with authority to value it. After the bill becomes a law, then the question of the method to be pursued will be up between the railroads and the assessor, just as it is now up between every other city taxpayer and the assessor. If the city assessor does not pursue the right method in valuing railroad property for city taxes, the railroads will have recourse to the Board of Equalization, just as every other taxpayer has. If the Board of Equalization does not pursue the right method, the railroads will have recourse to the courts just as every other taxpayer has. And they like other taxpayers, will surely get justice."

"Why not be fair to the railroads and put them on an equality with other city taxpayers for purposes of city taxation? But is it impracticable to value railroad terminals within cities for city taxes? 'It wasn't impracticable for the railroads themselves to value them when they were defeating the maximum freight law in the federal court. Then, without hesitation, they separated this 'inseparable entity,' The Union Pacific then valued its terminals in Omaha at \$10,000,000 at least, and swore they 'could not be bought for \$15,000,000 if they were vacant.' This it did to defeat a state law, and was successful. Therefore, why can't the terminals be valued for city taxes?"

"Suppose the terminals here, as in St. Louis, belonged to a separate company; would they have to go unvalued because it was impracticable to value them? If not, then what difference does it make in valuing the terminal property for city taxes that the same company owning the terminal also owns tracks outside of the city? "The question, however, of the valuation the city assessor shall put on railroad property for city taxes is not now pertinent. That will come up after this bill becomes a law. And in anything in the conduct of the railroads in looking after their interests before this legislature, indicating that they may not be able to take care of themselves before the city assessor? Put them on an equality with the individual and let them try it."

The Next Yacht Races.

It is pleasing to learn that there will be another attempt made by the English people to recapture the cup this summer. A new challenger is being built on secret lines which is claimed will develop remarkable speed. The most remarkable medicine today is the old reliable Hostetter's Stomach Bitters because it cures when other remedies have failed. If you are a sufferer from insomnia, nervousness, chills, indigestion, dyspepsia or liver troubles, be sure to try a bottle. It will cure you."

ALL DENY STORY OF UNION

Employers of Freight Handlers Say Men Were Discharged for Good Reasons.

Employers of freight handlers say there is nothing in the report that they have been discharged by them because of membership in the Freight Handlers' union. Said C. H. Pickens, of the Paxton & Gallagher company:

"The men who were discharged were let out for reasons entirely different from those assigned by members of the union. We did not know that they were members of the organization and have made no distinction between those who are in the union and those who are not."

The man who was discharged from our employ, and there was only one, was let out by the foreman for personal reasons. The man had been in the employ of the house before and had quit when his services were needed, and now when there is a comparatively dull time he was discharged, his services being no longer needed and the foreman feeling that, in view of his previous record, the house was under no obligation to keep him, only to have him throw up his job at a busy time."

The Lee-Glass-Andersen company said that when the man was discharged by them it was not known that he was a member of the union, and that the firm had no intention of discriminating. Another jobber said: "While the tendency of the age is to organization, and a man working for \$1.50 a day is not to be envied nor to be blamed if he seeks to improve his condition, as large employers of this class lately have made no attempt on the part of the men to specify the hours at which they will work. We do not care so much for the price, but must be able to use men Sundays and holidays."

Mr. Pickens states that the men were let out for reasons entirely different from those assigned by members of the union. In contradiction of this, I am willing to take my oath that Foreman J. W. Lee said to me and to Thomas Jeonings Saturday evening, when he discharged us: 'It is no use for you men to try to deny it. I know the name of every man who attempted that meeting Thursday night. I know that you two were prime movers and I am going to let you both out.'

Excellent Gem and Muffin Recipe. To one cupful self-rising On Time Corn Flour, take one tablespoon sugar, one of butter, an egg and two-thirds cup of sweet milk. Bake in hot oven. Union Pacific Pay Checks and all other railroad pay checks will be cashed at our bank. Four per cent interest paid on deposits. J. L. BRANDEIS & SONS, BANKERS. Publish your legal notices in The Weekly Bee. Telephone 228. TO RESTRICT JUNK DEALERS Chief Donahue Contemplates Law to Prohibit Buying Haulback from Minors. An effort will be made by Chief Donahue to have a bill introduced in the legislature which will prohibit second-hand junk dealers from buying all kinds of property, station and otherwise, from minors. "I know of cases where boys are given cents to certain junk dealers to search the streets and allow for those property which they may find and sell to the dealers for almost nothing," said the chief. "I also know that certain dealers are buying property indiscriminately from any boy who comes into his back door to avoid detection. The business has grown into a trading school for young thieves and some means should be passed to prohibit it. I shall attempt to have a bill passed making it the law that all dealers buying such property shall not purchase from boys under 21 years of age who are not accompanied by their parents or a properly certified boy."

BRANDEIS BOSTON STORE & SONS advertisement for shoe sale and millinery clearance, including prices like \$1.98, \$2.50, and \$1.59, and a large '25' graphic.

BRANDEIS BOSTON STORE & SONS advertisement for boys' clothing, featuring 'Sensational Values Boys' Clothing' and 'Boys' 75c All Wool and English Corduroy Knee Pants 29c'.

HOWELL'S ANTI-KAWF advertisement for the best remedy for hoarseness or loss of voice, located at 256 to Howell Drug Co., Omaha.

PLANS FOR MASS MEETING advertisement for Real Estate Exchange Appoints Committee for Tax Debate Assembly, aiming to make the meeting democratic.

SCHAEFER'S CUT PRICE DRUG STORE advertisement for a variety of goods and services, including 'Snow Shoes \$3.50' and 'Drexel Shoe Co.'

Ex-M. CARIA NEW COLLAR advertisement for a collar product, featuring the brand name and a graphic of a collar.

DRUG FIGURES DON'T LIE advertisement for Sherman & McConnell Drug Co., emphasizing accurate pricing and quality.

Advertisement for Fry Shoe Co. featuring an illustration of a shoe and text: 'NEED A PAIR OF SHOES? Fry Shoe Co. 16 & DOUGLASS OMAHA'

O. T. & C. CO. advertisement for extra special prices on Thursdays, Fridays, and Saturdays, including 'Uneda Biscuit' and various food items.

Advertisement for the Omaha Tea & Coffee Co., located at 1407 Douglas St., featuring a graphic of a tea set and coffee pot.

Advertisement for Drexel Shoe Co., featuring 'Snow Shoes \$3.50' and 'Drexel Shoe Co. Omaha's Up-to-Date Shoe House'.

Advertisement for Sherman & McConnell Drug Co., featuring 'DRUG FIGURES DON'T LIE' and a list of various medicines and products.

Sale of Men's Suits advertisement: 'The greatest suit buying chance of the season is at your disposal. Thursday, Friday, Saturday. It is not from motives of charity that we announce this great sale, but we are determined to dispose of all our winter suits for men.'

Nebraska Clothing Co. advertisement for special offers on men's suits and pants, with prices like \$1.90 for men's pants.

Penn Mutual Life Insurance Co. advertisement for Philadelphia, featuring financial statements and company information.

Advertisement for Dr. Bailey, The Dentist, located at 3rd Floor Paxton Block, featuring dental services and a graphic of a dental chair.

Advertisement for RE-NO-MAY POWDER by Albert Edholm, Jeweler, featuring a graphic of a powder tin and text describing its benefits for skin care.

Advertisement for Albert Edholm, Jeweler, featuring 'BARGAINS' in various jewelry items and contact information.