

MUNGER IS ENDORSED

Delegation Takes Fifteen Ballots Before Reaching a Result.

EQUALLY DIVIDED UP TO THAT TIME

Einshaw Finally Switches and Votes for the Burkett Candidate.

ALL BUT NORRIS SIGN ENDORSEMENT

Unconfirmed Postmasters in Fourth May Have Influenced Einshaw Vote.

NEEDED SOME HELP FROM SENATORS

Pollard Did Not Feel as Though He Could Afford to Antagonize Burkett and Munger in His Own District.

(From a Staff Correspondent.)

WASHINGTON, Feb. 27.—(Special Telegram.)—After five ballots had been taken by the Nebraska delegation in secret caucus T. C. Munger of Lincoln received a majority of the votes cast and his name has gone to the president for the position of federal judge for the additional place created in the district of Nebraska.

Senator Burkett has been the busiest kind of an individual rounding up the delegation in behalf of Mr. Munger. In this connection it may be said that Mr. Einshaw has a number of postmasters awaiting confirmation by the senate.

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SUMMARY OF THE WEEK

Thursday, February 27, 1907.

Table with columns for days of the week (Sun, Mon, Tue, Wed, Thu, Fri, Sat) and numbers 1 through 28.

THE WEATHER.

FORECAST FOR NEBRASKA—Snow Thursday, Friday fair and warmer. FOR IOWA—Snow and colder Thursday, Friday fair. Temperature at Omaha yesterday:

Table showing weather forecast for Nebraska and Iowa, including temperature at Omaha yesterday.

LEGISLATIVE

Records at Lincoln show that forty-five counties and many of the cities and towns of Nebraska have voted large sums as bonuses to aid in the construction of railroads, and that the interest on these bonds issues in every city or town has amounted to more than the total taxes paid by the railroads there.

Anti-pass bill, as amended, reintroduced in the house at Lincoln by the joint committee. South Omaha's "petition in petticoats" gets a hearing at Lincoln, the legislature meeting in joint session to listen to speeches against forcible annexation.

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JOINT CONTROL OF ALTON

More About Deal Between Rock Island and Union Pacific.

LINE MORTGAGED BEFORE IT WAS BUILT

Moore Crowd Found Treasury Almost Empty and Bonds Issued for Improvements All Gone—Harriman and the Bankers.

NEW YORK, Feb. 27.—Counsel for the government renewed their attack on the financial methods of the Harriman group in the Chicago & Alton railroad before the Interstate Commerce commission this afternoon, when they called Charles W. Hilliard, comptroller of the road, as a witness.

Hilliard testified that he became comptroller in October last, when, under the joint arrangement for the management of the property the Rock Island took its turn. Hilliard said his first task was to find money to carry on the improvements under way. There was money in the treasury for current expenses, but not enough to carry on the improvements, which included cut-off of miles of road from a point near Murrayville to Springfield.

"I looked into the question of raising money by mortgage," he continued, "and I discovered that it had already been mortgaged." "Do I understand that this road had been mortgaged before it was built?" asked Commissioner Lane.

"Yes, I was told that it was covered by the mortgage of 1901, and there was nothing that could be done except to put a second mortgage on it, which would have been poor security," said Hilliard. Mr. Kelllogg then read the mortgage to show the line had been covered by it, and the witness said: "All the bonds were \$2,000,000 had never been paid to Stanton for the stock, that the \$2,000,000 had never been paid to Stanton for the road, but the \$2,000,000 in bonds had been turned over to the syndicate, who delivered the stock and the road through the intermediary, Mr. Stanton."

"The commission wanted to know what the books showed had been actually expended in connection with the handling of the property, but while the witness was searching for the records the session was adjourned until tomorrow." Mr. Hilliard will be recalled tomorrow morning.

Commissions to Bankers. Edward H. Harriman concluded his testimony at the morning session and his examination brought forth nothing of special importance. He was succeeded by the late member of the firm of Kuhn, Loeb & Co., which has financed many of the important deals of the Harriman party and a former director of the Union Pacific. Kahn remained on the stand until mid-afternoon and under cross examination of A. S. Severance, counsel for the government, told of the re-organization of the Union Pacific convertible bonds at a reduction of 5 per cent. The witness spiritedly defended the acts of his firm and cited instances where it has sold stocks to the Union Pacific at a figure below the market. Mr. Kahn made an extended defense of the Alton transaction, based on the methods and conditions of the time.

Mr. Harriman, during his testimony, again invoked the question of private business as against interstate commerce and again refused to answer interrogations as to his individual stock deals and Mr. Kahn refused to divulge anything specific as to the business transactions undertaken by his firm in behalf of clients in or outside of the Union Pacific district. He and counsel, Paul D. Cravath, urged the same objection against the question of private business as against interstate commerce.

Mr. Harriman, in answer to Mr. Kelllogg, testified that the Union Pacific had purchased the St. Joseph & Grand Island since last year. The price paid was \$2,022,000 and the witness owned the property and sold it to the Union Pacific.

Mr. Kelllogg asked of whom the New York Central stocks acquired by the Union Pacific were bought. Mr. Harriman said they were bought in the open market.

Mr. Kelllogg asked the witness if it was not a fact that the \$2,000,000 said to have been paid on the Chicago & Alton, was made up of car trust certificates and \$1,000,000 loan from Kuhn, Loeb & Co., so that the expenditures of the lines were about \$1,000,000. Mr. Harriman said that possibly the figures were correct. He simply knew that \$2,000,000 had been spent on the line.

STUVESANT FISH TALKS. Deposed Head of Illinois Central Declines to Wrangle. NEW YORK, Feb. 27.—Stuvesant Fish was asked by the Associated Press today what answer, if any, he cared to make to the accusations which E. H. Harriman preferred yesterday before the Interstate Commerce commission. He said: "I have little to say. I shall not be drawn into a wrangle with..."

(Continued on Second Page.)

SOUTH DAKOTA KEEPS CASH

Senate Votes Down Bill to Refund Money to State of North Carolina.

PIERRE, S. D., Feb. 27.—(Special Telegram.)—The senate resolved itself into a debating club at the opening of the session and continued in that position for the remainder of the day.

The favorable committee report on the divorce bill, which required a year's residence in the state and three months in the county before bringing suit, which was adopted by a vote of 25 to 14, which kills the bill.

The next fight was on the house bill to prevent discrimination in trade. It is aimed at the Standard Oil and lumber business of the state and prohibits selling at a higher rate in one place than another, with freight rate differences. Goodner, Dillon and Tobin opposed the bill, which was supported by Robertson, Dowdell, Byrne and Vessey, and while it failed as an emergency bill, it went through with the emergency of a vote of 28 to 15.

The public printing committee introduced a bill for a state printing committee to establish a plant and to amend the law a resolution for constitutional amendment to levy a tax for the purpose of establishing the plant.

The house defeated the senate bill to provide for uniform life insurance policies, but notice of reconsideration was given.

ADAMS ALIBI STRENGTHENED. More Evidence that Prisoner Signed Alleged Confession Under Duress.

WALLACE, Ind., Feb. 27.—By testimony from his own lips, Steve Adams' attorneys purpose to convince the jury that he is an innocent man, incapable of using the language ascribed to him in his alleged confession of the murder of Fred Tyler; that he had been led to believe he would be hanged if he did not sign the statement and would be spared if he did sign; and that under this fear he affixed his name to the statement prepared by Detective McFarland and his associates.

Miss Myrtle Mason, a sister of Lloyd Mason, corroborated this testimony. A mysterious stranger of unknown name was pictured by the defense as presumably one of the real murderers of Tyler and the man, incapable of using the language ascribed to him in his alleged confession of the murder of Fred Tyler; that he had been led to believe he would be hanged if he did not sign the statement and would be spared if he did sign; and that under this fear he affixed his name to the statement prepared by Detective McFarland and his associates.

Mr. Warren Oliver of Spokane testified that her husband is a cousin of Steve Adams, and that Adams came to see her in the hospital in Spokane on August 12, 1904. Warren Oliver corroborated his wife's testimony.

Alvin Mason was recalled by the defense and asked if he knew Harry Orchard. He said he had met Orchard twice in the Marble Creek district in company with Jack Simpkins in 1905.

Mr. Milburn objected and Mr. Harriman declined to answer. Mr. Kelllogg asked the witness if it was not a fact that the \$2,000,000 said to have been paid on the Chicago & Alton, was made up of car trust certificates and \$1,000,000 loan from Kuhn, Loeb & Co., so that the expenditures of the lines were about \$1,000,000. Mr. Harriman said that possibly the figures were correct. He simply knew that \$2,000,000 had been spent on the line.

FOLK SIGNS TWO MEASURES. Governor of Missouri Approves Two-Cent Railroad Fare and Insurance Bills.

JEFFERSON CITY, Mo., Feb. 27.—Governor Folk today signed the bills passed by the legislature providing for a 2-cent per mile railroad passenger rate and limiting the salaries of insurance companies, both those incorporated under the state laws and foreign companies doing business in Missouri. They will become law 10 days after the adjournment of the legislature.

PETITION IN PETICOATS

South Omaha School Ma'ams and School Children Visit Lincoln.

Pleasant Greetings Exchanged and Speeches Against "Forcible Annexation" Listened to by the Legislature.

LINCOLN, Feb. 27.—(Special.)—South Omaha for the second time swooped upon the legislature to protest against being annexed to Omaha, but this time instead of it being a "petition in boots," the Magic City's delegation was more aptly referred to as a "petition in petticoats." There were enough school teachers and school children in the crowd of 1,000 to give the delegation all the appearance of a fresh air picnic. Acting as escorts for the 14 school teachers and their pupils who were given a holiday by the powers that be, in order to get them to swell the crowd, were democratic officeholders and friends of the administration. The delegation was bedecked with ribbons of red bearing the inscription "South Omaha protests against forcible annexation," while numerous banners were hung aloft bearing various inscriptions, "For the square deal," and such like, and it was headed by a brass band and the "big stick," which incidentally was stolen by some one and will never again get back to dear old South Omaha.

Sentiments of One Protestant. One of the bright little fellows in the delegation was Oscar Lucas, aged 9 years, who was gaily decorated with the usual badge. The little fellow did not care to be quoted on the question which is so thoroughly uppermost in the minds of the people of the packing house city, but of other things he was willing to talk. He said: "I am 9 years old. I go to the parochial school, but we get a holiday today to come down here. All of the school children in South Omaha get a holiday and most of them are here. I think there must be 100 with the crowd about my age. My papa used to work for the electric light company, but he isn't working now because he hurt his eye."

At the State House. The delegation with its brass band reached the state house doors at 12 o'clock, but as the house had adjourned for lunch it committed no overt act other than to have the band play some spicy music for the benefit of the state house employees and hangerson. At 1 o'clock the delegation occupied every available space in representative hall. Dignified school teachers hoisted themselves upon radiators and smiled and made eyes at politicians who occupied chairs or seats on the steps to the speaker's rostrum and in the window.

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TERMINAL TAXATION NEEDED

Nebraska Towns and Villages Are Now Being Deprived of Their Just Revenue.

(From a Staff Correspondent.)

LINCOLN, Feb. 27.—(Special.)—Representative Jennison of Clay county is one of the house members of the legislature who has returned the reproduction or tangible value of taxation of railroads by cities and villages for local purposes. He favors the Clarke bill. This afternoon he gave out the following interview: "Since the State Board of Equalization and Assessment fixed the valuation of the Union Pacific main line mileage at \$80,000 per mile, the reproduction or tangible value of the United States in its recent decision justified it we may assume it a correct valuation."

"In April, 1906, the Union Pacific company, over the signatures, among other officers, of A. W. Scribner, tax commissioner, and Ernest Young, general auditor, returned the reproduction or tangible value of the Union Pacific main line property, including Omaha terminals, at \$14,802,900, or an average reproduction value of \$31,864 per mile. The state board's value of \$80,000 per mile raised this value to a total of \$42,532,948, a raise of \$7,730,048, which, if the reproduction or tangible value of the property was correct, must represent the intangible or franchise value of the Union Pacific main line."

"The value of its tangible property returned by the Union Pacific from Omaha and South Omaha is \$4,577,857, for the 185 miles of its main line. Doubtless it is true, and if the Union Pacific orators would have a large distributive value out of Omaha they must admit its truth, that the 185 per cent of value added by the state board as the intangible value applies in like manner to main track, sidetrack, spur tracks and all other rights-of-way wherever found. Adding this 185 per cent of tangible value returned by the company from Omaha and South Omaha as the intangible value of the property in the two towns, we find the value of the property to be \$11,872,755. But Omaha and South Omaha under the unit system of assessment, which is the method of main line get an assessment of \$73,955 of this amount; hence there is left for distribution over the balance of the mileage only \$10,937,798. I do not admit that this sum ought to be or is all distributed over the main line mileage. I claim that only part of this sum should be distributed over the main line, and that part of it the per cent the main line contributes to the total value of Union Pacific lines in the state."

"Outside of Omaha and South Omaha contributions of the tangible value are: The main line \$4,577,857, Omaha & S. O. \$4,577,857, The Kearney branch \$64,153. Total reproduction or tangible value \$9,219,867. Of this the main line contributed 63.3 per cent and I claim that that per cent of the Omaha and South Omaha terminals, viz., \$7,574,727, only can be distributed over the main line—a distribution of terminals of \$1,500 per mile. I claim that only part of this sum should be distributed over the main line, and that part of it the per cent the main line contributes to the total value of Union Pacific lines in the state."

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BONUSES AND RAILROAD TAX

How Citizens Have Contributed to Support of Railroads.

MORE THAN GENEROUS IN THEIR GIFTS

Liberal Donations of Bonds Made to Various Companies.

INTEREST PAID EXCEEDS THE TAXES

Many Towns Pay Annual Tribute Greater Than Tax Collections.

STARTLING FIGURES FROM THE RECORDS

Millions Given in Past to Aid in Building New Lines.

RUINOUS INTEREST PAID ON ISSUES

Answer to Charge that Nebraskans Have Derived All the Benefit and Furnished None of the Cost of State Development.

(From a Staff Correspondent.)

LINCOLN, Feb. 27.—(Special.)—Opponents of the proposal to tax railroad terminals for local purposes are overlooking the fact that the railroads never tire of pointing out what great benefits have come to Nebraska communities through the existence of the roads. The fact that the railroads have been to some extent benefited seems to have escaped their attention entirely. During all the talk that has been heard of the expense of building, equipping and maintaining railroads, not a word has been said about the contributions of the public to the construction of the lines in the way of bonuses and subsidies.

The habit of voting bonds to aid railroads has prevailed to a considerable extent in Nebraska and in other states. Forty-five of the counties have at one time or another voted large issues of bonds to assist in the construction of some one or another of the lines, the total issue for this purpose up to the present time being \$6,465,448, an average of a little more than \$140,000 for each county. The present bonds issued for this purpose to the amount of \$2,770,400 are outstanding, or an average of something over \$60,000 for each of the counties participating. The interest charge on these bonds at the outset was \$447,431 annually, an average rate of 8.1 per cent. The rate of interest on the bonds issued for this purpose at the beginning of the construction of the lines in the way of bonuses and subsidies.

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