

FOR ONE CONTINUOUS LINE

Object of Extending Government Aid to the Pacific Railroads.

END DEFEATED BY THE SOUTHERN PACIFIC

Government Director Combs' Findings and Recommendations as Reported to His Colleagues on the Board—Changes Suggested.

Already The Bee has printed a short synopsis of the report of Hon. William J. Combs to his colleagues in the government directory of the Union Pacific roads, on the present status of the road and the problem of reorganization. Mr. Combs' report in full is:

"BROOKLYN, N. Y., Oct. 11, 1895.—To the Government Directors of the Union Pacific Railroad: Gentlemen—In the course of my recent trip as a government director of the Union Pacific railroad I went carefully over the various lines of road composing that system, and examined their physical condition, as well as the condition of the shops and equipment. In order, also, to get a more comprehensive view of its field, in relation to other and competing roads, I went over the Central Pacific and parts of the Southern and Northern Pacific, as well as portions of the Denver & Rio Grande and Rio Grande & Western railroads.

"I find that under the management of the receivers the roadbed and bridges are being kept in first class condition. Gangs of workmen are employed, not only upon the main line, but also upon the feeders, in replacing ties, leveling up the track and repairing bridges. The repair shops are in good condition, well organized, and, under expert management, economically conducted. The rolling stock is kept in good repair and in readiness for an improved service. The expense of the liberal amounts by the receivers in keeping the physical condition of the road up to a good standard is a commendable one in the best interests of the creditors of the road.

"The general condition of the country tributary to the road is steadily improving. Temporary check to business, caused by the decline in silver producing interests, has turned the attention of the people to the development of new industries, thus laying the foundation for a more permanent prosperity. It cannot be doubted that where one industry overthrows all others there is a greater danger of periodical depression than in communities where all the resources of the country are being developed.

"The country between the Rocky mountains and the Sierras has not been, and of necessity could not be, developed on the same lines nor as quickly as the states east of that barrier, for the reason that there were no large stretches of virgin soil, well watered and easily brought under cultivation. The vast plains, forming the interior basin, were, with a few exceptions, barren, and required time, labor, enterprise and capital to bring them into a state of productiveness. As a result the development, compared with that of other sections of the country, has been very slow, and without the help furnished by railroads that country could not have been developed at all.

ONE CONTINUOUS ROAD INTENDED.

"When congress decided to extend its aid in the construction of a continuous line, it could not have supposed that the roads composing it would derive enough revenue from the local traffic in the new territories along and through the route to pay in addition to the interest on the government bonds. Its supposed ability to sustain itself is the basis upon which the government was based upon the hypothesis that the various roads to which such aid might be extended would form a continuous line, working in harmony from the Missouri river to the Pacific ocean. Every act of congress relating to the Pacific roads substantiated this statement in the case of California and the east was relied upon for revenue during the period in which the new territories were being developed. As a principal creditor it has a right to demand that a plan, embodied in the act extending aid and in subsequent acts, shall be adhered to.

"I have no objection in stating, as a result of my investigations, that a violation of this understanding is the main cause of the present deplorable condition of both roads. I find that, since the beginning of the year, there has been a lack of co-operation between them. As for the last ten years, the Central Pacific has been leased to and under full control of the Southern Railway Pacific, which has been absolutely at its mercy in the matter of through passenger and freight traffic. It is currently reported in California that completion is brought to bear upon shippers who wish to ship by the Central route to the east to compel them to ship by the Southern route, and that, in every respect, it is treated as a tender to the interests of the Southern Pacific system. This has created in that state an antagonism to the settlement of the debt to the government, for it is claimed that it would leave their communications with the east in the hands of the Southern system. I am convinced that no settlement upon a basis which the roads can afford to pay, will ever receive the sanction of the representative of California, nor the consent of the Missouri river to the Sierras, unless it embraces in its terms a guarantee that the original intention of the government shall be carried out, viz: that the aid that shall form one continuous system, working in harmony, from the Missouri river to the Pacific ocean. I think that they are right in taking this stand, for, although the aid is not those who join in the general denunciation of the Southern Pacific road, which has done much for California, I believe that the state is entitled to have independent competing lines competing with the east.

"Although the government has never seen fit to demand a compliance with the original intention as expressed above, it has never surrendered it.

"When the management of the Union Pacific found that it was at the mercy of its competitor in the matter of through traffic, and clamored up in the middle of the continent, it attempted to remedy the difficulty by building roads, or by entering into alliance with roads already built, to the north and south, which should act as feeders to the main line east of Ogdén. This, under the circumstances, was probably justifiable, but if the conditions had not existed there would not have been so plausible reasons for the diversions of the earnings of the road, nor occasion for the scandals that resulted from their construction.

WHAT REORGANIZATION MEANS.

"While this policy has resulted in benefit to the various interior states and territories, and has aided in their development, it has entailed an expense out of all proportion to the income derived from it, and has weighed down the system with a load which has finally succumbed. In the effort to increase the business of the road, and double, in many cases for reasons not so easily justified, there has been too much development of the system in the states of Kansas and Nebraska. There we find a complicated network of roads, many of them paralleling one another, and all in competition with the great lines east of the Missouri, which have also built extensions into that territory. These roads, as well as the Kansas Pacific, could well be left out of a scheme for reorganization.

"The geographical position of the main line of the Union Pacific and Central Pacific roads, running as they do through the central zone of the continent, with the other transcontinental lines far to the north and to the south of them, is a guarantee of a reasonable degree of prosperity, provided they are conducted as one grand trunk line with the roads running north and south as feeders to it. The main line could serve its tributaries well and cheaply, leaving them, moreover, to supply the local wants of the states through which they may extend.

of the states. There must be a radical disentanglement of the complicated interrelations of the roads, an abandonment of experiments that have proved unremunerative, a greater reliance upon the theory of a main line, and a scaling down of capitalization of individuals, not only to government but to individuals. It is not wise to discuss, nor to be governed in our actions, by alleged mismanagement in the past. That we cannot remedy our present ills by taking matters as we find them, and to devise some method of placing the roads on a good business basis, and the end that they may pay their debt to the government, and render more efficient service in the development of the country by carrying its freight cheaply.

GET THE GOVERNMENT OUT.

"A simple cancellation of the time payment of the debt due the government will be insufficient, no matter how advantageous the terms may be. There should be an absolute payment of the debt and a dissolution of any connection with the government. The investigations that I have made convince me that it is possible to effect a reorganization of the main lines of the Union and Central Pacific roads as one road, upon a sound financial basis, including a payment to the government in case of a very large percentage of its claim, and to leave investments in its securities safe and remunerative.

"In making this calculation I have not been governed by the reported earnings of the last two years, for the conditions have not been normal. The Union Pacific has been staggering under an accumulated load of unfortunate experiments, while the Central has been deprived of its natural proportion of freight because it has been under the control of a competitor which has kept it at starvation point.

"The Reilly bill failed of passage in the last congress for various reasons, viz: inability of the members to understand its provisions. This was especially developed during the last day's discussion. The unwillingness of members to enter into a new arrangement of the debt extending through a long term of years, during which the door would be always open to new complications. The effect of local prejudice caused by the failure of the roads to carry out the original intention of the government.

SUGGESTIONS FOR THE BILL.

"Any bill presented for the action of the government should be simple and direct in its provisions, so that the members may be able to divide upon the basis of a simple and plain business proposition. If you will allow me to suggest some of its provisions, I will name the following:

"First, that no settlement be made that does not include in its terms a settlement with both roads.

"Second, that it should demand the uniting of the Union, Central and Western Pacific main lines into one corporation, as is provided for in the act granting aid. It cannot be brought about by amicable arrangement between the two roads, then the government should enforce by every remedy in its possession, even to the extent of foreclosing its lien.

"Third, that in consideration of such reductions from the actual indebtedness, as the government may consent to make, the new corporation be prevented from consolidating with any other transcontinental line.

"Fourth, that when the secretary of the treasury shall have proof that the above provisions have been complied with, and when a certain stipulated sum of money has been paid into the treasury, he shall execute to the roads an acquittal from all other obligations.

"The demand that the owners of the Central Pacific shall unite with the Union is reasonable and should be insisted upon, for there was never any reason for its construction other than to serve as a part of a transcontinental system. Certainly the development of the natural resources of Nevada is no inducement to the government to extend its aid.

APPEARS TO BE EQUITABLE.

"If objection is made to the foregoing suggestions on the ground that they seem favorable to the roads, a sufficient answer will be found in the fact that the roads are called upon to sacrifice a part of their claim, private investors in its securities are not exempt from the same misfortune. That it is better for the government to receive absolutely a fair portion of its debt than to give an extension for the whole amount, the result of which is a most problematical one.

Supreme Court Holds Against the Sioux City & Pacific.

WASHINGTON, Oct. 21.—In the United States supreme court today opinions were rendered in a number of cases argued at the last term of the court. Justice Harlan read the court's opinion in the suits over lands embraced in the grant to the Sioux City & St. Paul Railway company in O'Brien and Dickinson counties, Iowa, to which the Sioux City road, the Chicago, Milwaukee & St. Paul road, the United States and the settlers on the lands were parties. It was claimed by the government and the settlers that the Sioux City road had failed to earn about 21,000 acres of these lands, and the decision of the court today sustained this contention. The court failed to take cognizance of the claim of the Chicago, Milwaukee & St. Paul road that it was entitled to the lands at the intersection of the two lines which the Sioux City road had failed to earn.

The cases of the Central Pacific and Southern Pacific companies against the people of the first Monday in January, as were the cases involving the constitutionality of the California irrigation laws.

To Build a Fine Church.

YORK, Neb., Oct. 21.—(Special.)—The York Methodist church, which was burned a few nights ago, will be rebuilt. The Methodist congregation met yesterday and the plan was discussed. In less than forty minutes over \$5,500 was raised, and as soon as the insurance on the church is adjusted the work of building will be commenced. The church will be built on the same site as the former building, and will be the same size, but on a somewhat different plan. The exact plan has not as yet been prepared, but it is thought that when the same is completed it will be one of the finest churches in the state.

WEATHER FORECAST.

Fair and colder, with north winds for Nebraska.

WASHINGTON, Oct. 21.—The forecast for Tuesday is: Fair, with north winds. For Nebraska, Iowa, Kansas and South Dakota—Fair; colder; north winds. For Missouri—Generally fair; colder Tuesday evening; northwest winds.

Local Record.

OFFICE OF THE WEATHER BUREAU, OMAHA, Oct. 21.—Omaha record of temperature and rainfall, compared with the corresponding days of the past 10 years, 1885, 1884, 1883, 1882.

Table with columns: STATIONS, Maximum temperature, Minimum temperature, Average temperature, Condition of temperature and precipitation at Omaha for the day since March 1, 1895. Rows include Omaha, North Platte, Lincoln, St. Louis, Denver, Kansas City, St. Paul, Chicago, St. Louis, Cincinnati, New York, Philadelphia, Washington, Baltimore, Boston, New England, and other cities.

HAS BEEN FOOLED ON COAL

School Board Finds Contractors Have Been Unloading Inferior Stuff.

ONE WILL HAVE ANOTHER CHANCE

Bills of Both Are Held Until Further Inquiry Is Made—Fire Protection for High School.

The greater part of the proceedings of the Board of Education last night related to the report of the committee on supplies that W. C. Goss and the American Fuel company were furnishing an inferior quality of coal for the use of the schools. The Fort Scott mill run coal furnished by Mr. Goss was especially condemned. His contract provides that the coal shall be three-quarters lump when delivered at the school houses, but the committee reported that the coal ranged all the way from one-third to three-quarters slack. The committee had notified both the contractors not to deliver any more coal until the matter had been considered by the board.

Custodian Southard reported that he had inspected all the coal delivered, and that it had appeared to be equal in quality to that designated in the contract.

The members talked at length and several times apiece, and a difference of opinion developed. Edwards and others favored cancelling the contracts at once, but others advised delay until a more thorough investigation.

It was stated that the American Fuel company had signified a readiness to deliver better coal hereafter, and it was directed by resolution to proceed on that basis. No action was taken relative to Mr. Goss. The bills of both contractors for coal already delivered were sidetracked for investigation.

New bids on school supplies that he had inspected all the coal delivered, and that it had appeared to be equal in quality to that designated in the contract.

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WOMAN'S CLUB GENERAL MEETING.

Discussion on Number of Topics—Announcements.

SOUTH OMAHA NEWS

All members of the city council were present at the meeting last evening. An ordinance authorizing the issuing of \$15,000 in bonds, to pay for grading in different parts of the city, was read for the first time and referred to the judiciary committee. Funding bonds for paving and sewers to the amount of \$25,000 will be issued.

The plumbing ordinance which provides for a license of \$50 a year and a bond of \$2,500 from each plumber doing work in the city, was read for the third time and passed. Bulla and Blanchard voting no. The ordinance was drafted at the instance of local plumbers to shut out Omaha plumbers. In several cases recent Omaha plumbers underbid local men on work here and secured the jobs. This action on the South Omaha plumbers angry and caused the drafting of the ordinance.

The Packers National bank offered to pay par and \$200 premium for the \$15,000 funding bonds. The bid was accepted.

Bulla, as chairman of the committee on finance, streets and alleys, recommended that the petition for a change of grade on Q street, from Twenty-second to Twenty-fourth street, be granted. There was no order and the mayor will appoint appraisers soon.

The bill of Attorney J. J. Breen for trying the contested plumbing cases in the district court was not allowed, as it was decided the city attorney should pay a substitute during his absence.

On originating matters came up again when the bill of the Drivers' Journal was presented for \$42.50 for the printing of ordinances. Blanchard stated that he was in favor of entering into a contract with the Drivers' Journal for the city printing at 6 1/2 cents a square. Ryan and Hyland were also in favor of entering into a contract. The bill, as presented, was charged at the rate of 35 cents per square, pending the letting of a contract. When a rate was taken on the allowing of the bill the motion was lost.

Manic City Gossip.

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George Smith, aged 25 years, son of Edwin Smith, Twenty-ninth and H streets, died yesterday at St. Joseph's hospital of consumption. Arrangements for the funeral have not been made.

The L street viaduct caught fire at the west end last evening, but the blaze was extinguished without any loss. It is supposed that sparks from the stock yards dump ground, where manure was being burned, started the fire.

WILL NOT JOIN THE BURLINGTON.

Northern Pacific Not Seeking New Connections with Other Roads.

SEATTLE, Wash., Oct. 21.—(Special Telegram.)—The third annual convention of the Young People's Society of Christian Endeavor of the Tenth district met at Wallace, October 18, 19 and 20. This is the best convention the Tenth district has ever held. The largest increase of the Christian Endeavor movement in this state for the past year has been shown in the Tenth district. There were several of the state workers present. Next year the convention will meet at Farnam.

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Civil Service Examinations.

An examination will be held by the United States Civil Service commission at Omaha, Neb., on October 28, 1895, of applicants for the positions of tax collector and stock examiner in the bureau of animal industry of the Agricultural department. The salaries of these positions are \$300 and \$200 respectively per annum. The examinations are not difficult, and the probability of appointment is looked upon as very good.

The examination will be held at the Agricultural department, to be eligible as stock examiner, candidates must have had considerable experience in handling of slaughtering animals. Examination blanks may be obtained from the secretary of the board at the postoffice.

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