

LUXURIOUS WHIRLING WHEELS

Palatial Private Cars Owned and Occupied by American Millionaires

SURPASS ANYTHING IN THE WORLD

Peripatetic Habitations that Go Gliding Over the Roads with the Speed of the Wind-Cost Thousands of Dollars.

Luxury in railroad travel has reached its highest point in the United States in the form of the private car. The idea of a habitation in wheels every which way comfortable, convenient and luxurious as the finest private residence, the most perfect club or the most magnificent hotel, in which the traveler could be whisked over the country with the speed of the wind would have been conceived by the fathers, but the private car fills this description with excess. It has its inception in the country and here it has been brought to the greatest perfection.

It is true that Queen Victoria, the czar of Russia, Emperor William of Germany and a few other crowned heads have special trains so brilliantly painted and embellished with the royal arms and carrying such an abundance of getting as to bring to mind the phrase, "the train of pomp and circumstance." It is a fact that there are more than a hundred private cars in the United States which far surpass any cars in Europe. Nearly all the great railway presidents and a few score of millionaires without number in this country have the best cars that the best cars in which any king, queen or emperor ever traveled.

This modern luxury had its origin in necessity. There are many big modern factories which require for their successful management an ability to move the material needed to administer the affairs of a government. Men who are able to handle interests like trunk railroad lines and the greater manufacturing plants are rare, and when they are discovered or developed it is vitally important that the material be cared for and protected that their energies may not be impaired. Naturally the railroad companies were first to see the advantage in this respect afforded by the privacy of the special car. It makes possible the quiet work of an executive, the freedom of thought and thorough consideration of the important matters upon which the official is called to pass judgment, even while traveling. More than a hundred private cars have been built for railroad officials at the Pullman shops during the past seventeen years, while the Wagner company has turned out nearly as many more, to say nothing of those constructed by several smaller car-building concerns.

There is not a transportation line of any importance in the country which has not cars set aside for the exclusive use of its president. Its vice presidents and several others of its leading officials. One big system has about twenty of them. Even division superintendents of some of the great roads have gorgeous private cars. These rolling palaces cost from \$1,000 to \$50,000 each.

Dr. Webb's Pleasure Train. Dr. W. Seward Webb, for many years president of the Wagner Palace Car company and an official of several railroads, has had four private cars built for him in the last dozen years, probably the most sumptuous and expensive in the world, their aggregate cost, with furnishings, being in the neighborhood of \$200,000.

Dr. Webb spends more time in his private car than any other man in the country. A great many of his trips being made for the mere pleasure of traveling in a whirling palace surrounded by his family and guests. On several occasions he has made journeys in whole trains of private cars. One of these trips was made in a train of five cars. The party consisted of Dr. Webb, Mrs. Webb and six guests. They went over the whole of this country and through Mexico, covering about 12,000 miles.

This was purely a pleasure trip. It and several similar trips made by Dr. Webb during the last five years are undoubtedly the most luxurious journeys ever made. All he or any other member of the Vanderbilt crowd has to do when he wants to go anywhere is to tell the general manager of the car company about it, informing him how many guests he will have, where he wishes to go and what he wants to carry. Now he is to work making a schedule, and every railroad over which his train is to be run is notified, with the request that the private train be moved whenever and wherever he chooses. It is all very simple for the millionaire who pays the bills, but it is a matter of extra work for those who operate the railroads over which he travels.

First in importance always in Dr. Webb's pleasure train is his new private car, "Alexander," which is considered the finest habitation of rolling wheels ever made. It is a half inch of being seventy-two feet long, ten feet wide and fourteen feet three inches high. It is built to accommodate ten people, but has been comfortably used by fifteen. Dr. Webb and family, giving the lucky guests private cars for their own use.

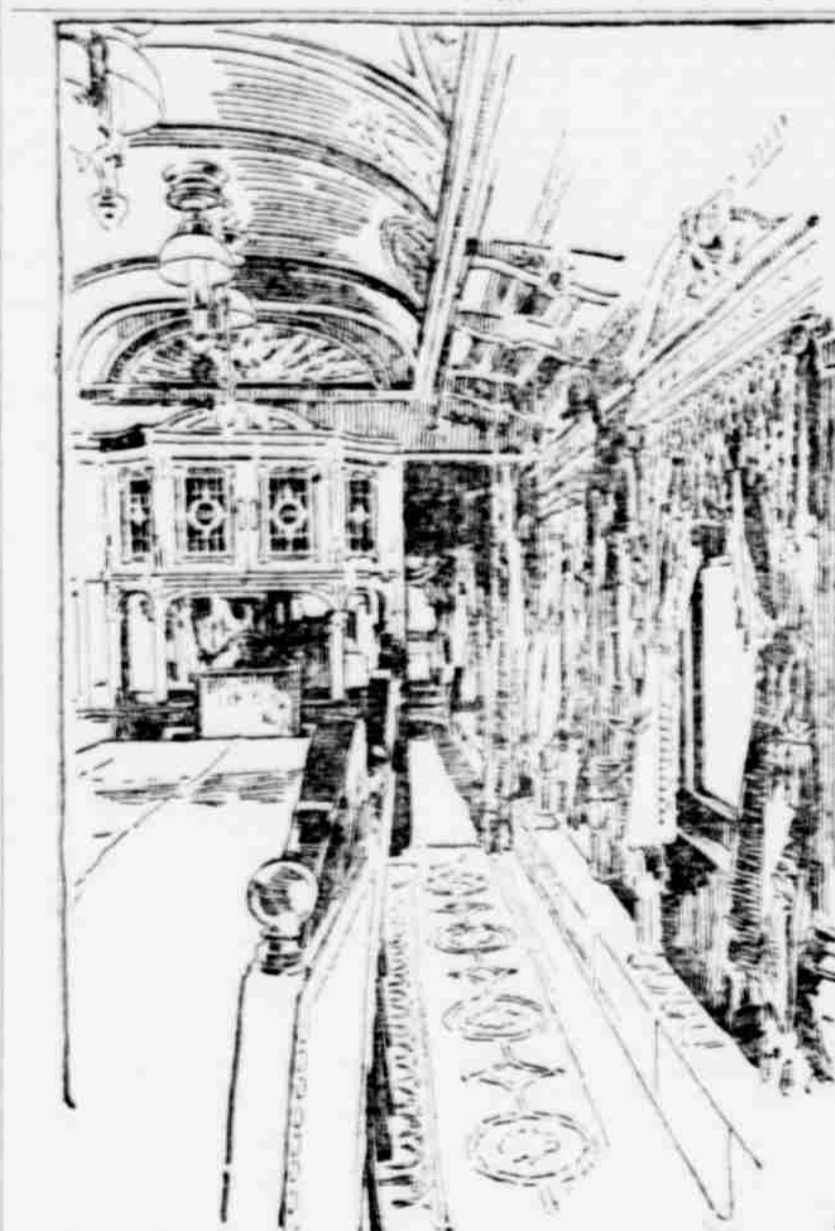
The "Alexander" is furnished with every convenience and luxury that it is possible to crowd into it. The car proper is said to have some \$100,000 worth of the finest and most costly materials, including the finest mahogany, which has been put in it, probably represents an investment of \$100,000. All the rugs and carpeting, as well as all the linen, china, tableware and most of the furniture, were especially imported for it.

Interior Furnishings. The interior of the car is finished in mahogany, with a deep, richly grained wood. The walls of the room are almost all glass, in windows and wide as the windows. All the chairs are upholstered in the general furnishings of the room have been arranged to give an air of spaciousness and lounging comfort, as well as for the service purposes. From this you pass into a handsome bath into which the shower apparatus opens. There are two of these, one fully equipped and fitted in mahogany, and a smaller one for use in the morning. In the bath there are also a washstand, a dressing table, a wardrobe, and a chest of drawers, with a toilet room with hot and cold water.

Passing these you enter Dr. Webb's own bedroom. It is a room ten feet by twelve feet, with a bed, a washstand, a chest of drawers, a wardrobe, and a chest of drawers, with a toilet room with hot and cold water. There is a dressing table, a washstand, a wardrobe, and a chest of drawers, with a toilet room with hot and cold water.

The next room is the parlor and dining room. It is a room ten feet by twelve feet, with a table, chairs, a washstand, a chest of drawers, a wardrobe, and a chest of drawers, with a toilet room with hot and cold water.

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PART OF A PRIVATE CAR BELONGING TO THE REPUBLIC OF MEXICO, SHOWING BED.

One of the latest and most interesting additions to the class of rolling stock is a private car built for Henry M. Plager, the Florida millionaire hotel and railroad man. It is seventy-two feet long, eight inches high at the entrance is a large observation room fitted with red furniture and with a writing desk and bookcase. The interior finish is of white mahogany. The car is lighted by gas and the chandeliers are fitted with the most modern lamps. The accommodations are comfortable from the moment finished it was used. The larger is Mr. Plager's room. It has a double open bed, with a wardrobe and a writing desk with a writing desk and a wardrobe with a writing desk and a wardrobe with a writing desk.

The smaller stateroom has two berths, a folding washstand and toilet conveniences. The central part of the car is the dining room. It is an extension table and chairs of white mahogany and the accommodations are of green leather with rich upholstery. At one end of the room is a buffet, a china cabinet, with an extra place. The upholstery throughout is in varying shades of green, with carpets, draperies and ceiling decorations in harmonious colors.

Adjoining the dining room is the parlor, fitted with chairs, a sofa and a large refrigerator. The kitchen has a steel range and all the conveniences of a kitchen in a house. In the extreme end is a stateroom for the servants. The second of the car is painted orange and the decorations are in gold leaf.

J. Pierpont Morgan does most of his land traveling in a private car. In one corner is a beautiful writing desk, and there surrounded by his books and papers, the millionaire is able to pass vacation days in complete seclusion. The car is built on a half inch of being seventy-two feet long, ten feet wide and fourteen feet three inches high. It is built to accommodate ten people, but has been comfortably used by fifteen.

One of the handsomest private cars that ever passed over rails is A. A. McLeod's "Alexander." It is not only a veritable palace on wheels, but it is built in every part as thoroughly as iron, steel, bronze and the best woods could make it. The car is so constructed that it would hardly be broken in collision, even were the car moving at the rate of fifty miles an hour. The decorations are of simple design. The outside is made of long solid mahogany panels, bound by hawthorn. The windows are Gothic in design, and the observation deck being composed of one pane of plate glass and a pane of iron. The car contains six square feet of glass of all kinds, 100 square feet being in three-three windows. The car is perfectly equipped electrically for all lighting.

J. B. Haggitt, "Alabama" built for the late Jay Gould and now owned by George Gould. It is a general feeling of surprise and interest in the fact that the car is so small, and yet so comfortable and convenient. It is a fact that there are more than a hundred private cars in the United States which far surpass any cars in Europe. Nearly all the great railway presidents and a few score of millionaires without number in this country have the best cars that the best cars in which any king, queen or emperor ever traveled.

After the very striking work of the century, having been built for the purpose of use the great car-building companies saw in such cars a new source of revenue, with the result that at the present time there are many rolling palaces being built for any one who can afford to pay for them. That is the case in those that in the line of universal equality a habituation may enjoy the luxury of speeding over our roads.

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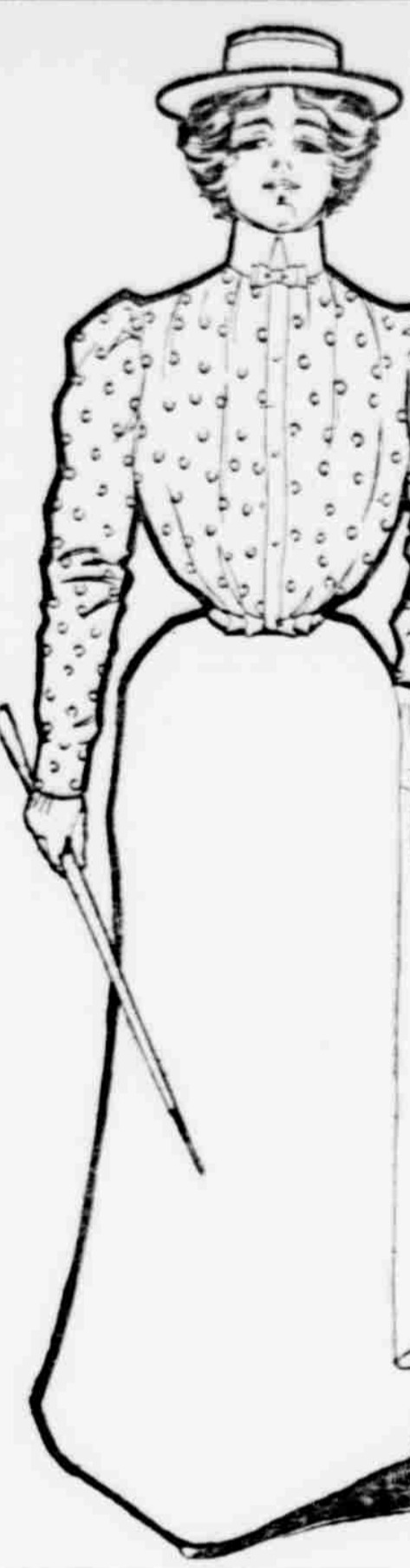
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THE MOST POPULAR Western Girls

Every One May Help Select Them in the Second ANNUAL VACATION CONTESTS

The Bee Gives 10 Trips... Who Will Take Them?

The seven most popular girls in Omaha, Council Bluffs, South Omaha (one to be from Council Bluffs), who earn their living, will be sent on the seven best vacation trips that money could plan, with all expenses paid and free transportation for an escort. To these The Bee has added three trips, and will also send the most popular young lady living South of the Platte River in Nebraska, the most popular young lady North of the Platte River in Nebraska outside of Omaha, and the most popular young lady in Western Iowa, outside Council Bluffs, on similar vacation outings and also with free transportation for an escort.

In All the World No Trips Like These.

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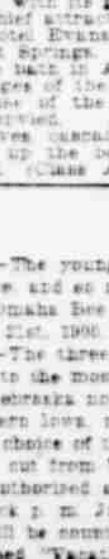
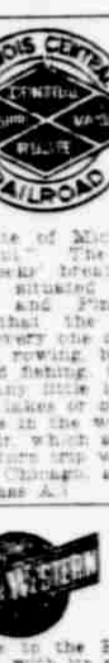
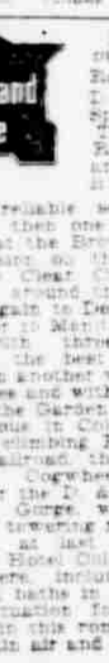
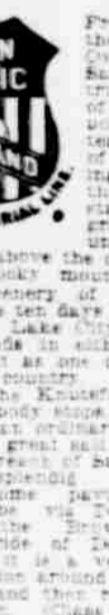
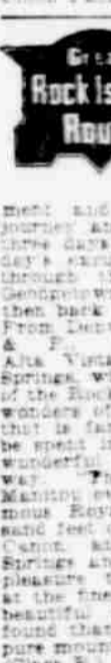
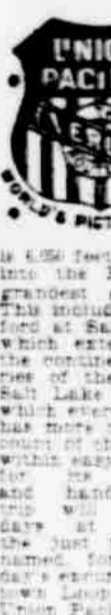
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DOG REASON.

One Dog Fought for Another and Another for the Victory. "Do I think dogs are reason?" said the man who owns several dogs. "Well, I have recently heard of two authentic instances which I will tell you of and let you judge the veracity. Two are Massachusetts dogs and possibly the high intelligence of the state has something to do with it, but whether or not you may determine for yourself. The first is about a building owned by Mr. Arthur Shepard, a well known citizen of Boston, who owns the building. A dog, a large black and white dog, named 'Daisy,' had been bound of large size and good fighting qualities. The building is considerable of a fighter himself, but like most bulldogs, if he can't get his under build he is likely to get

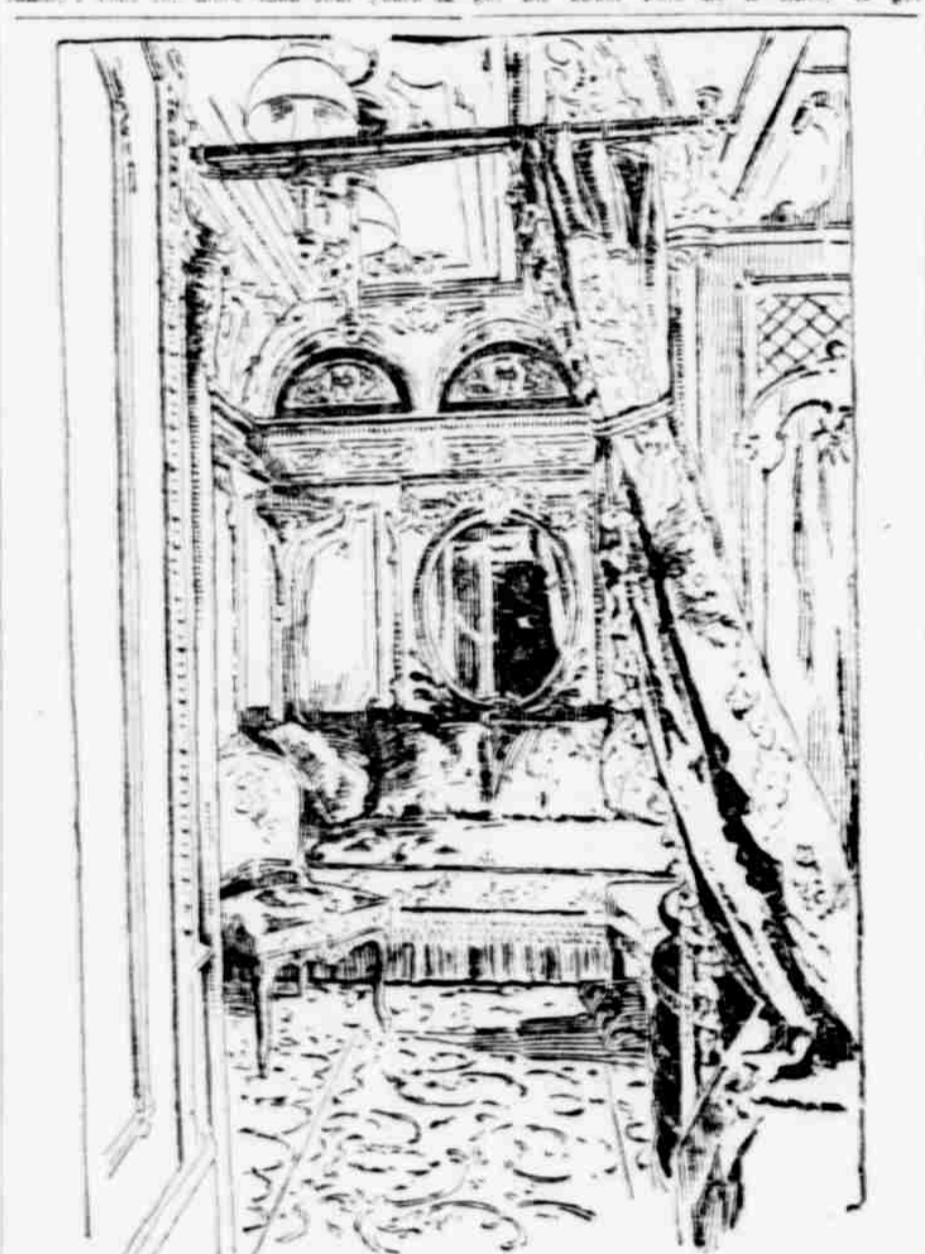
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DOG'S CORNER ON THE CAR OF PRESIDENT DEAL.

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TRY ALLEN'S FOOT-EASE

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RULES OF THE CONTEST

CLASS A-The young lady receiving the highest number of votes will have first choice of Class A trips, the next highest second choice and so on. No votes will be counted for any young lady who does not get her own living. No votes will be counted for Omaha Bee employees. The votes will be published each day in The Omaha Bee. The contest will close at 5 o'clock p. m. July 23rd, 1900.