

# INFORMATION FOR TRAVELERS

## Yellowstone Park the Mecca of Most American Tourists

When the story of the seven wonders of the world was written, Yellowstone National Park was unknown to civilization. Had it been known, the story would have told of eight wonders and this park would have been mentioned as the chief attraction.

This year the Union Pacific, while featuring the other thousand and one attractions along its line, is calling attention to this wonderful region, the beauties and magnitude of which must be soon to be fully appreciated.

With the completion of its line to Yellowstone, the Union Pacific lands tourists in the park without the tiresome ride that was required some years ago. Now, all that is to be done is to buy the train ticket, secure the berth reservation and start on the journey.

Trains splendidly appointed drop the tourist off at the west entrance to the park, where, after a smoking hot breakfast, the trip through the wonderland commences. The journey is made in comfortable stages, frequent stops being made at points of interest enroute.

The nights are spent at hotels that compare favorably with those of the large cities. Up there in the park at this season of the year, the nights are always cool and sleeping under a couple of blankets is delightfully enjoyable.

And while this is one of the great pleasures of the trip, it sinks into insignificance, as compared with the day ride on the hurricane deck of one of the big four, or six horse stage coaches on which the trip through the park is made.

Riding on one of these stages, congenial parties of six, eight, and ten are whisked along past the wonders of nature. Stops are made at Old Faithful, the Morning Glory and dozens of other geysers to watch them spout the hot water from a depth of perhaps 1,000 to 5,000 feet, where the fires continually burn.

This section of northern Wisconsin has yearly grows more popular not only with the fisherman, but with those in search of health, rest and pleasure. Time was when this undisputed territory of the Indians and sportsman, was unfrequented by any except those who could stand the rigors and hardships of camp life.

But all this has been changed since the extension of a railway line that leads directly into the very heart of the north woods.

You find here every season hundreds of happy sojourners who are innocent of any design against muskellunge or bass, but who grow strong in the cool, energizing air and revel in the happy freedom and in the joy of endless explorations.

A greater number of Omaha people are going to this region every year, and the advantageous rates and service offered by the Chicago, Milwaukee & St. Paul railway will undoubtedly aid much in increasing the popularity of these resorts.

In former years there were no round trip rates via Chicago, the only convenient

and comfortable way of reaching Minocqua. This year, however, there is a round trip rate from Omaha to Minocqua by way of Chicago.

Local Railway Men Agitated Over New Passenger Station

What will come out of the meeting of local business men called by General Manager Charles Ware of the Union Pacific for next Saturday to discuss passenger depot matters is agitating local railway men.

It transpires that what Mr. Ware has in view is certain plans for improving and enlarging the existing Union station, which can be brought about only by conjunction of all the roads using it.

Several lines are willing to pay their pro rata share of the investment or rental while others are hanging back.

The meeting is expected to survey the situation, and disclose whether there is any agreement among business men as to what should be done.

## Colorado is the Place for Rest and Relief from Cares

While many seek the seashore and the woods for rest and recreation during the hot months of summer, still more hie themselves to the mountains.

The stupendous grandeur and magnitude of a mountain that rears its head into the clouds and is eternally covered with snow is something that always attracts, hence the rush of people to Colorado.

Right now the Missouri Pacific is filling its trains with Colorado visitors. They go from Omaha and the hundreds of other cities and towns along the line.

Instead of stopping in Denver and the other cities along the east slope of the Rockies, they at once hie themselves to the out-of-the-way places, where they camp, or live in cabins. There they ride burro, climb peaks, or fish in the clear streams that are well stocked with trout.

The Missouri Pacific is making a specialty of Colorado travel this season and to get right into the heart of the playgrounds of nature means just one night's travel. Leave Omaha in the evening and the next morning you are in sight of snow, a welcome thing these days when here at home the mercury is flirting with the centur mark.

Beginning August 1, the Union Pacific will rearrange its passenger train service from the north Pacific coast, shortening the time eleven and one-half hours. The train that has been leaving Portland at 8:30 each evening, upon reaching Green River, will become a part of No. 4 instead of No. 10 and will carry the Milwaukee's Chicago equipment, arriving in Omaha at 5:30 in the morning instead of 5:30 in the evening.

Hereafter No. 4 has been a slow train, doing all local business all the way from Green River. Under the new plan it will be speeded up and made one of the fast trains.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

## MILWAUKEE BUYS NEW ROAD

Reports Say it Has Acquired the Kansas City Southern.

Will Reach Every Market Milwaukee Road Will Have Terminals at the Gulf, Chicago, Milwaukee and Duluth and on the Pacific.

The latest move on the railroad checker board and one which is said to bode much good for Omaha and the whole of Omaha territory is the acquiring of the Kansas City Southern, better known as the Port Arthur Route, by the Milwaukee.

This is the report that filters in from New York, a report that is not denied by Milwaukee officials here, who admit the Kansas City Southern has been on the sale block for several months and that quite a bunch of brokers have been buying in the stock of the Southern.

The stock of the Kansas City Southern aggregates \$3,000,000, made up of \$8,000,000 of common and \$2,000,000 preferred. A majority of this is now said to be in the possession of Milwaukee representatives on Wall street and the road will be turned over as soon as the details of transfer can be arranged, which it is expected will be not later than the present year.

As a connecting line and with the completion of the Panama canal the Kansas City Southern is, by railroad men, looked upon as a most valuable piece of property. Standing alone, and independent, as it always has been, it has never been looked upon as anything more than a one-legged road. When it was built by Stivell the idea was to make it one of the great north and south highways, with gulf terminals on the south and Omaha, Chicago and Minneapolis terminals on the north.

In hands of Receiver. The dream of Stivell was never realized and after the main line, 380 miles, was completed from Kansas City to Port Arthur, the road went into the hands of a receiver and since then it has been burfed about. With the Milwaukee in control, railroad men say, it will add the connecting link to what will be the greatest railroad system in the west.

With the Milwaukee owning and operating the Kansas City Southern the parent road will have tidewater terminals on the Gulf of Mexico and with the Pacific and lake terminals at Chicago, Milwaukee and Duluth, thus enabling it to take advantage of every market in the world.

By building the gap of less than 200 miles between Omaha and Kansas City, it will bring this city within less than 1,000 miles of the Gulf of Mexico, whereas Chicago by way of the Illinois Central, the most direct and shortest route, is now 1,100 miles away. The purchase gives Nebraska grain the shortest route to Europe and brings the Panama canal some 200 miles nearer Omaha than Chicago.

At Port Arthur, the southern terminal of the Southern, a deep water ship canal has been completed and is in constant use. This canal is so deep and so wide that it floats the largest vessels in the ocean trade, they steaming up to the company docks.

At this time the Milwaukee has the short line between Kansas City and Chicago, but no direct connections between the last named place and Omaha. To reach Kansas City now over the Milwaukee, it is necessary to go to Marion, Ia., on the main line and then go over the Kansas City branch. However, it is not expected these conditions will maintain for a very long period after the company is in full control of the Southern. It is expected that traffic arrangements will be made with the Wabash and continued until a line is built between Omaha and Kansas City.

However, using the Wabash between Omaha and Brunswick, the Milwaukee, by way of Kansas City, would put Omaha within 1,100 miles of the Gulf, closer than any other line.

## UNION PACIFIC PLANS TO QUICKEN ITS SERVICE

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## DIRECTORY

Information Bureau

The Automobile Editor of The Omaha Bee will gladly furnish you detail information regarding any of the automobiles, trucks, delivery wagons, tires or accessories represented in this directory. Write today.

## AUTOMOBILES, TRUCKS TIRES AND ACCESSORIES

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## GASOLINE CARS

ABBOTT-DETROIT—Traynor Automobile Company, 2512-14 Farnam Street.

BUICK—Nebraska Buick Auto Company, Lee Huff Mgr., 1912-14-16 Farnam Street.

CADILLAC—Cadillac Company of Omaha, G. F. Reim, Pres., 2054-6-8 Farnam Street.

CHALMERS—Stewart-Toozer Motor Company, George E. Toozer, 2044-6-8 Farnam Street.

CHEVIOLET—Doty & Hathaway, 2027 Farnam Street.

DETROITER—The T. G. Northwall Company, 912-14 Jones Street.

FORD—Ford Motor Company, 20th and Harney Streets.

FRANKLIN—Guy L. Smith, 2205-7 Farnam Street.

HUDSON—Guy L. Smith, 2205-7 Farnam Street.

INTERSTATE—Interstate Automobile Co., Opp. Court House, 310 South Eighteenth Street.

KRIT—L. P. Madsen, 327 West Broadway, Council Bluffs, Iowa.

LITTLE—Doty & Hathaway, 2027-29 Farnam Street.

LOCOMOBILE—Drummond Motor Company, 28th and Farnam Streets.

MARION—Marion Auto Company, C. W. McDonald, 2101 Farnam Street.

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MAXWELL—United Motor Omaha Company, J. M. Opper, Dist. Mgr., 1122 Farnam Street.

MIDLAND—Freeland Auto Company, J. A. Freeland, 1113 Farnam Street.

NATIONAL—Traynor Automobile Co., 2512-14 Farnam Street.

OVERLAND—Van Brunt Automobile Company, 2010 Farnam St., Omaha, 18-20-22 4th St., Council Bluffs.

PAIGE—Paige Company of Nebraska, B. M. Burbank, Mgr., 2417-19 Farnam Street.

PACKARD—Orr Motor Sales Company, 24th and Farnam Streets.

PEERLESS—Guy L. Smith, 2205-7 Farnam Street.

PIERCE-ARROW—Stewart-Toozer Motor Company, George E. Toozer, 2044-6-8 Farnam Street.

POPE-HARTFORD—Van Brunt Automobile Company, 2010 Farnam St., Omaha, 18-20-22 4th St., Council Bluffs.

RAMBLER—Rambler Motor Company, J. M. Gaffney, 2052 Farnam Street.

REGAL—The T. G. Northwall Company, 912-14 Jones Street.

## GASOLINE CARS

BO FIFTH—Doty & Hathaway, 2027-29 Farnam Street.

STEVENS-DURYEA—R. N. Howes, Fred C. Hill, 2102-4 Farnam Street.

STUDEBAKER—E. R. Wilson Auto Company, 2429 Farnam Street.

VERY—Johnson-Danforth Co., 10th and Jones Streets.

CHASE—Drummond Motor Company, 28th and Farnam Streets.

INTERNATIONAL—International Harvester Company of America, 801 Capitol Avenue.

MASON—Freeland Auto Company, J. A. Freeland, 1113 Farnam Street.

PACAKRD—Orr Motor Sales Company, 24th and Farnam Streets.

ELECTRIC CARS

BAKER—Electric Garage Co., 40th and Farnam Streets.

O HIO—Van Brunt Automobile Company, 2010 Farnam St., Omaha, 18-20-22 4th St., Council Bluffs.

RAUGH & LANG—Electric Garage Co., 40th and Farnam Streets.

STANDARD—Marion Auto Co., C. W. McDonald, 2101 Farnam Street.

WOODS—Drummond Motor Company, 26th and Farnam Streets.

DELIVERY WAGONS

KRIT—L. P. Madsen, 327 West Broadway, Council Bluffs, Iowa.

TIRES

ALL MAKES (Seconds)—Giant Tire Company, 1205 Farnam Street.

FEDERAL—Arthur Storz Auto Supply Co., 2020 Farnam Street.

FIRESTONE—Firestone Tire & Rubber Co., 2220 Farnam Street.

GOODYEAR—Goodyear Tire & Rubber Co., 2212 Farnam Street.

OMAHA TIRE REPAIR CO.—Henry Nygaard, 2201 Farnam Street.

UNITED STATES—Omaha Rubber Company, 1608 Harney Street.

ACCESSORIES

ARTHUR STORZ AUTO SUPPLY CO.—Automobile Supplies, 2020 Farnam Street.

HORN AUTO SUPPLY COMPANY—Automobile Supplies, 2127 Farnam Street.

THIS DIRECTORY is a good one and all dealers should be represented.

WESTERN AUTOMOBILE SUPPLY CO.—Automobile Supplies, 1920 Farnam Street.

## Where Will You Spend Your Vacation?

Go to Wyoming, the Black Hills, Minnesota, or to the Great North Woods and Lake Country of Wisconsin and Michigan.

Plan to take advantage en route of the splendid train service maintained via the Chicago and North Western Line—the Pioneer Line West and Northwest.

Low Round Trip Fares are in effect daily June 1st to Sept. 1st to points Northwest, North and Northeast, among the more important being the following:

Lander, Wyo.	\$23.25	olon Springs, Wis.	\$19.60
Deadwood, S. D.	18.75	hell Lake, Wis.	17.75
Lead, S. D.	18.75	Drummond (Lake Owen), Wis.	39.10
Rapid City, S. D.	17.25	Rice Lake, Wis.	18.00
Hot Springs, S. D.	15.75	Birchwood, Wis.	18.50
Kasota, Minn.	12.85	Chetek, Wis.	18.50
White Bear Lake, Minn.	16.20	Cable, Wis.	19.70
Minnetonka Beach, Minn.	16.20	Radisson, Wis.	19.50

Return limit October 31st. Favorable stopover privileges. Correspondingly low fares to other points in same territory.

For full particulars call on or address Chicago and North Western Railway, 1401-1403 Farnam St., Omaha, Neb.



## Our Evening Train to St. Paul and Minneapolis

is a favorite because time of departure from Omaha at 8:10 p. m. permits dinner at home, a pleasant evening in the club car, midnight luncheon if you want it, a sound sleep and an early arrival in the Twin Cities, insuring business appointments and all connections.

Arrive St. Paul 7:30 a. m., Minneapolis 8:05 a. m.

Day train leaves Omaha 7:44 a. m., and arrives St. Paul 7:20 p. m., Minneapolis 7:50 p. m. Great Western trains GET THERE FIRST.

Ask F. F. BONORDEN, C. P. & T. A., 1522 Farnam Street, Omaha, Neb. Phone Douglas 260.



## Hotels and Resorts

### Chicago Beach Hotel

Magnificent bathing beach. Golf, tennis, yachting, canoeing, dancing. Delightful, cool rooms, with or without private bath. Splendid meals—American or European plan. Shady verandas overlooking lake and park.



Orchestra concerts in evening. Ten minutes' ride to theatre and business district. Write the Manager for rates and booklet.

51st Boulevard on the Lake Shore CHICAGO Telephone Hyde Park 400

### The VANDERBILT HOTEL

34th St. East at Park Ave., N.Y. An Hotel of Distinction with Moderate Charges

New York's ideal Hotel for the Summer Visitor. Cooled with artificially chilled air. 600 rooms, each with bath. Summer Rates in effect until September 1st

## OCEAN TRAVEL

HAMBURG-AMERICAN Largest S.S. Co. in the WORLD Over 400 Ships 1,500,000 TONS



### IMPERATOR

World's Largest Ship SAILS AGAIN August 9 11 A. M. and every 2 weeks thereafter.

Evening passengers to arrive in LONDON and PARIS on date and in HAMBURG on second day. Books now open for season.

LONDON-PARIS-NEW-YORK-IMPERATOR, AUGUST 9, 11 A. M. to LONDON, AUGUST 11, 11 A. M. to PARIS, AUGUST 12, 11 A. M. to NEW-YORK, AUGUST 13, 11 A. M. to NEW-YORK, AUGUST 14, 11 A. M. to NEW-YORK, AUGUST 15, 11 A. M. to NEW-YORK, AUGUST 16, 11 A. M. to NEW-YORK, AUGUST 17, 11 A. M. to NEW-YORK, AUGUST 18, 11 A. M. to NEW-YORK, AUGUST 19, 11 A. M. to NEW-YORK, AUGUST 20, 11 A. M. to NEW-YORK, AUGUST 21, 11 A. M. to NEW-YORK, AUGUST 22, 11 A. M. to NEW-YORK, AUGUST 23, 11 A. M. to NEW-YORK, AUGUST 24, 11 A. M. to NEW-YORK, AUGUST 25, 11 A. M. to NEW-YORK, AUGUST 26, 11 A. M. to NEW-YORK, AUGUST 27, 11 A. M. to NEW-YORK, AUGUST 28, 11 A. M. to NEW-YORK, AUGUST 29, 11 A. M. to NEW-YORK, AUGUST 30, 11 A. M. to NEW-YORK, AUGUST 31, 11 A. M. to NEW-YORK, SEPTEMBER 1, 11 A. M. to NEW-YORK, SEPTEMBER 2, 11 A. M. to NEW-YORK, SEPTEMBER 3, 11 A. M. to NEW-YORK, SEPTEMBER 4, 11 A. M. to NEW-YORK, SEPTEMBER 5, 11 A. M. to NEW-YORK, SEPTEMBER 6, 11 A. M. to NEW-YORK, SEPTEMBER 7, 11 A. M. to NEW-YORK, SEPTEMBER 8, 11 A. M. to NEW-YORK, SEPTEMBER 9, 11 A. M. to NEW-YORK, SEPTEMBER 10, 11 A. M. to NEW-YORK, SEPTEMBER 11, 11 A. M. to NEW-YORK, SEPTEMBER 12, 11 A. M. to NEW-YORK, SEPTEMBER 13, 11 A. M. to NEW-YORK, SEPTEMBER 14, 11 A. M. to NEW-YORK, SEPTEMBER 15, 11 A. M. to NEW-YORK, SEPTEMBER 16, 11 A. M. to NEW-YORK, SEPTEMBER 17, 11 A. M. to NEW-YORK, SEPTEMBER 18, 11 A. M. to NEW-YORK, SEPTEMBER 19, 11 A. M. to NEW-YORK, SEPTEMBER 20, 11 A. M. to NEW-YORK, SEPTEMBER 21, 11 A. M. to NEW-YORK, SEPTEMBER 22, 11 A. M. to NEW-YORK, SEPTEMBER 23, 11 A. M. to NEW-YORK, SEPTEMBER 24, 11 A. M. to NEW-YORK, SEPTEMBER 25, 11 A. M. to NEW-YORK, SEPTEMBER 26, 11 A. M. to NEW-YORK, SEPTEMBER 27, 11 A. M. to NEW-YORK, SEPTEMBER 28, 11 A. M. to NEW-YORK, SEPTEMBER 29, 11 A. M. to NEW-YORK, SEPTEMBER 30, 11 A. M. to NEW-YORK, SEPTEMBER 31, 11 A. M. to NEW-YORK, OCTOBER 1, 11 A. M. to NEW-YORK, OCTOBER 2, 11 A. M. to NEW-YORK, OCTOBER 3, 11 A. M. to NEW-YORK, OCTOBER 4, 11 A. M. to NEW-YORK, OCTOBER 5, 11 A. M. to NEW-YORK, OCTOBER 6, 11 A. M. to NEW-YORK, OCTOBER 7, 11 A. M. to NEW-YORK, OCTOBER 8, 11 A. M. to NEW-YORK, OCTOBER 9, 11 A. M. to NEW-YORK, OCTOBER 10, 11 A. M. to NEW-YORK, OCTOBER 11, 11 A. M. to NEW-YORK, OCTOBER 12, 11 A. M. to NEW-YORK, OCTOBER 13, 11 A. M. to NEW-YORK, OCTOBER 14, 11 A. M. to NEW-YORK, OCTOBER 15, 11 A. M. to NEW-YORK, OCTOBER 16, 11 A. M. to NEW-YORK, OCTOBER 17, 11 A. M. to NEW-YORK, OCTOBER 18, 11 A. M. to NEW-YORK, OCTOBER 19, 11 A. M. to NEW-YORK, OCTOBER 20,