

IN THE VIADUCTS.

On January 2, 1893, Ernest Stuit published the following letter: So much has been said and written concerning the proposed union depot and the advisability of relocating it, that anything tending toward additional light upon the subject will be received and read with interest.

a reminder of monumental blunder then made, that the south side property owners were farmers and jays. The advantages of a Mason street frontage for depot purposes may be readily seen when it is understood that it is fully 100 feet in width, paved and without the obstruction of street-car tracks.

the accommodation of the public for the use of carriages, busses, etc. Thus by this means the public convenience and safety would be taken into consideration and add greatly to the facility of business.

street site will oppose this magnificent plan of relocation. Another conference between the city and railroad officials should be held at once with a view of effecting an immediate settlement of the depot controversy and the relocation of the depot between the viaducts.

A MONSTER ENGINE. Which is Expected to Make 100 Miles an Hour. The Pennsylvania railroad company under the direction of Mr. Theodore N. Ely, general superintendent of motive power, has completed at its great shops at Altoona what is in many respects the most remarkable locomotive ever constructed.

Tooth Extracted with Great Pains. DR. F. D. WILSON, DENTIST. OMAHA, - NEB. A. HOSPE, JR., 1513 Douglas St. ART MUSIC Omaha, Neb.

FRONT VIEW ON MASON ST.



The Citizens of Omaha Should Demand a Union Depot at Least as Good as the Above, to Be Located Between the Two Viaducts, Fronting on Mason Street.

bonds were asked for and voted and the grounds donated. I was favorably impressed with the opinion expressed by Mayor Bemis at the union depot conference held last Monday at the city hall, when he said that the present depot was a botch and that it should be located between the Tenth and Eleventh street viaducts fronting on Mason street.

street car obstructions and want of sufficient frontage on the Tenth street viaduct to the proposed Union depot, are such as to meet with the disapproval of not only the public but the railroad. The Union depot company owns lots 6, 7 and 8 and one-third of lot 5, hence there would be no question existing concerning the title to the ground between the viaducts.

inhabitants, as it surely will in a few years, such a depot as here proposed will meet the demands of the times. There can be no question as to whether the railroad companies have sufficient room on grounds for the operation of their trains, as they now own from Mason to Leavenworth streets about 800 feet.

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Hibernian Rifles Will Be Admitted to the State Service.

One of Gov-elect Altgeld's first prominent official acts as Commander-in-Chief of the Illinois National Guards after his inauguration will be to cause the mustering in of the Hibernian Rifles as a part of the military force of the state. They will be assigned to the first brigade. This will be the result of a deal between representatives of the rifles and Mr. Altgeld.

Masquerade costumes to rent at L. Knowlton & Co's, 409 Sheely block. Costumes made to order.

The driving wheels are the largest ever built for locomotives in this country, and are seven feet, or eighty-four inches, in diameter. The boiler pressure is 200 pounds and the compound principle is of the two cylinder type. The two-hundred-pound pressure has already been maintained with surprising ease of the trials.

The boiler is six feet in diameter and twenty-seven feet long. The fire box is as large in proportion, being nine feet long and forty inches wide, inside grate measurement. The height to the top of the stack, fifteen feet; the distance from the bottom of the boiler to the rail is six and a half feet, so that a man over six feet tall could walk under the boiler.

The tender is equipped with three pairs of wheels instead of eight wheels on two trucks. They are of the same pattern as the forward wheels of the engine and each pair is equipped with equalized brakes.

The idea is to get the time between Jersey City and Philadelphia down to ninety minutes, says the Cincinnati Enquirer, a maintained schedule speed of sixty miles an hour. This it is desired to do with the new locomotive under all conditions, no matter how unfavorable, taking considerations of delays, slow running stretches, &c.

JO DAVIESS WAS A VIRGINIAN

First Western Lawyer to Appear Before the Federal Supreme Court. The name Daviess, pronounced Davis, or by some Daveea recalls the memory of one of the most original characters in the history of the West. Joseph Hamilton Daviess was known as Jo Daviess, was a native of Virginia, but his history is identified with that of Kentucky.

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but in the midst of a large wholesale district, surrounded by magnificent four and six story business blocks, and near the center of the business portion of the city. The argument that was advanced twenty years ago by the mossbacks and obstructors of public improvements that the location of the Union Pacific headquarters at Tenth and Mason streets was unwise, because of its distance from the business interests of the city, can no longer be advanced, notwithstanding the fact that the foundation of that structure still exists.

from the use by the travelling public having business in South Omaha, of the Sherman avenue line as now provided, would be entirely obviated by direct connection. The advantages arising from the use of the various street car lines operated over the Tenth and Eleventh street viaducts to the public as a means of reaching the depot from either entrance can not be overestimated when the question of life and convenience is taken into consideration.

city engineer then in office. This idea is plainly indicated by a glance at the ground plans in the illustration. The proposed relocation of the Union depot between the two viaducts fronting on Mason street, as suggested in this article, meets with the hearty approval and support of all who have investigated the matter and taken the time to examine the plans.

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