EN THE VIADUCTS

tain position of the Depot Opinion detyleld by South Side Citizens.

On January 2, 1893, Ernest Stuht

published the following letter: received and read with interest.

owners were farmers and jays.

readily seen when it is understood that business. So much has been said and written it is fully 100 feet in width, paved and concerning the proposed union depot without the obstruction of street-car plans and arrangements in view should put between the vinducts. and the advisibility of relocating it, tracks. These advantages, together be far superior in every respect to that that anything tending toward addi- with that of having an entire block of of any other proposed, and compare tional light upon the subject will be 264 feet for depot purposes, such as favorably with those of Chicago, St. \$130,000 depot bonds were voted by Many of the old time citizens will poses, and the accommodation of the politan cities. Omaha has advanced readily recognize the illustration here- public, is sufficient argument in favor to that position in the commercial will construct a Union depot in accordwith presented which is a good repre- of the relocation here of the Union world where it demands and requires ance with the plans and specifications

a reminder of monumental blunder the accompdation of the public for the street site will oppose this magnificent then made, that the south side property use of earriages, busses, etc. Thus by plan of relocation. this means the public convenience and The advantages of a Mason street safety would be taken into considera- and callroad officials should be held at frontage for depot purposes may be tion and add greatly to the facility of once with a view of effecting an im-

for vehicles and general traffic pur. Louis, Minneapolis and other metrotwenty years ago before the depot tion of lack of proper approaches, population of a quarter of a million of voted.

Another conference between the city mediate sentiment of the depot con-A Union depot constructed with such troversy and the relocation of the de-

I am not in favor of the proposed the people in good faith, and it is expected that the Union depot company sentation of a depot promised Omaha depot. The disadventages in the direc- such a depot, and when it reaches a as set forth at the time the bonds were alone is 145,000 pounds or seventy-

> under discussion the Union depot company has agreed to forfeit the \$150,000 bonds and the \$37,500 in cash advanced the city for damages to the Tenth street property owners in the erection of the Tenth street viaduct, but I am sure that a majority of the people of Omaha would prefer that the Union pressure is 200 pounds and the comdepot company be allowed to retain the bonds and the \$37,500 and give sure has already been maintained them the title to the depot grounds and with surprising ease of the trials. construct such a depot as will be a credit to the city as well as the rail,

Give to all railroads the right of way the low pressure the biggest locomoacross the bridge to enter this depot, and the approval of all fair minded people will be secured.

JOINS THE NATIONAL GUARD, Hibernian Rifles Will Be Admitted to

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 or a deal between representatives of the rifles and Mr. Altgeld. Col. Thomas Hartigan of the Hibernian Rifles is the Hartigan is a captain of police and is the drill-master of the force. He held a position in the postoffice under President Harrison and has had different jobs under republican administrations. During the last election he openly worked against Gov. Fifer and did all in his power to secure the election of Altgeld, the price of this work being the admission of the Rifles in the event of democratic success. His reward will be the "eagles" of a colonel in the fliinois National Guards.

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 Viaduets, Fronting on Mason Street.

bonds were asked for and voted and street car obstructions and want of inhabitants, as it surely will in a few the grounds donated.

opinion expressed by Mayor Bemis at are such as to meet with the disapthe union depot conference held last proval of not only the public but the whether the railroad companies have Monday at the city hall, when he said railroads. that the present depot was a botch and that it shou! be located between the Tenth and Eleventh street viaducts advisability and practicability of locat-

Dr. Miller and other mossbacks of be commenced in the spring. The de- depot. This was done with the know- Knowlton & Co.'s. 409 Sheety block twenty years ago out in the suburbs lays and inconveniences now arising ledge of the board of public works and Costumes made to order.

I was favorably impressed with the viaduct to the proposed Union depot, will meet the demands of the times.

The Union depot company owns lots 6, 7 and 8 and one-third of lot 5, hence there would be no question exfronting on Mason street. The cut isting concerning the title to the over Eleventh street has been already mail, baggage and express to the plat-

sufficient frontage on the Tenth street years, such a depot as here proposed man to whom credit may be given.

There can be no question as to sufficient room on grounds for the operation of their trains, as they now own from Mason to Leavenworth streets about 800 feet.

When the Eleventh street viaduct exhibited here shows the feasibility, ground between the viaducts. The was built it was constructed with a view contract for extending the Walnut of leaving twenty feet on either side ing it here for the benefit of the public Hill street car line to South Omaha for the purpose of transferring the It would not be as was advocated by let, and the work of construction will form on the north side of the proposed Masquerade costumes to rent at L.

A MONSTER ENGINE.

many respects the most remarkable

ocomotive ever constructed and if

the capabilities of this appendid machine prove to be what is expected of

it there will be most important de-

partures made by the construction of

passenger engines intended for haul-

The great size of the engine can be

pictured from the following descrip-

two and one-half tons. When complete with the tender and ready for

service combined weight of all is

224 000 pounds or 112 tons. There

has never been a locomotive con-

structed on four drivers which is as

heavy as this one, there being to.

000 pounds over each pair of drivers.

ever built for locomotives in this

country, and are seven feet, or eighty-

four inches, in diameter. The boiler

pound principle is of the two cylinder

type. The two-hundred-pound pres-

The cylinders are respectively nine

teen and a half and thirty-four inches

in diameter, the high-pressure cylin-

der, of course, being the smaller, and

tive cylinder ever constructed. The pistons of both cylinders have a

twenty-inch stroke, and among the

many advantages possessed by the en-

gine is one enabling the engineer to

start the train with steam from the

low-pressure cylinder. The high-

pressure cylinder is on the left side of

the train, and steam generated passes

first through it, exhausts into the low-

pressure cylinder and is then blown

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,

insidegrate measurement. The height

to the top of the cab is fourteen feet;

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. In the con-

struction of locomotives the slide

valves are usually placed on top of the

cylinder. In this engine they are be-

tween them, and are piston valves

twelve and a half inches in diameter.

The forward wheels are forty-two

inches in diameter, and are steel-

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 fequipped with equalized brakes.

The tender is equipped with spring

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 si ty miles an hour. This it is de-

under all conditions, no matter how

unfavorable taking considerations of

delays, slow running stretches, &c.

This of course requires that the en-

gine shall make up time lost, and bring the train over the road at an

average of a mile a minute, including

everything. It is hoped that under the best conditions after the engine is

thoroughly in trim that as high a

speed as 100 miles an hour may be

JO DAVIESS WAS A VIRGINIAN

First Western Lawyer to Appear Before the Federal Supreme Court. The name Daviess, pronounced

the memory of one of the most orig-

known as Jo Daviess, was a native of Virginia, but his history is identified with that of Kentucky, whither his

parents removed in 1779, when he was 5 years old. By profession he was a lawyer, but his eccentricities

are so numerous that his legal charactor is simost lost to sight in the biographical sketches given of him,

though no doubt exists as to his learning and talent as a pleader. Instead

of riding his circuit as was then common, he, dressed in a half-Indian garb, would range the woods from town to town where courts were held, and in this half-savage costume would appear in court and argue his cases. Daviess was the first Western lawyer to plead

a case in the United States supreme court. The day on which his case

was set he entered the courtroom in

Washington arrayed in a buckskin hunting shirt, wampum belt leather

breeches, fringed at the seams, and took a seat just outside the bar, where becoming hungry, he comfortably disposed of a lurch taken from his

pocket, and consisting of bread and cheese. One of the attendants was

about to put him out when the case in which he was counse! was called, and he arose and after announcing

himself, proceeded to deliver a speech

that electrified the audience, con-

vinced the bench and won the suit. For many years his popularity was

very great, but according to the

Globe Democrat he lost his hold on

the public by attempting a prosecu-

tion of Burr, nor did subsequent dis-closures of Burr's operations rein-

state him in the public favor. He

was killed in the battle of, Tippe-

canoe while heading a gallant and suc-

cessful charge against the Indians.

buffers.

maintained.

tired, with wrought iron centers.

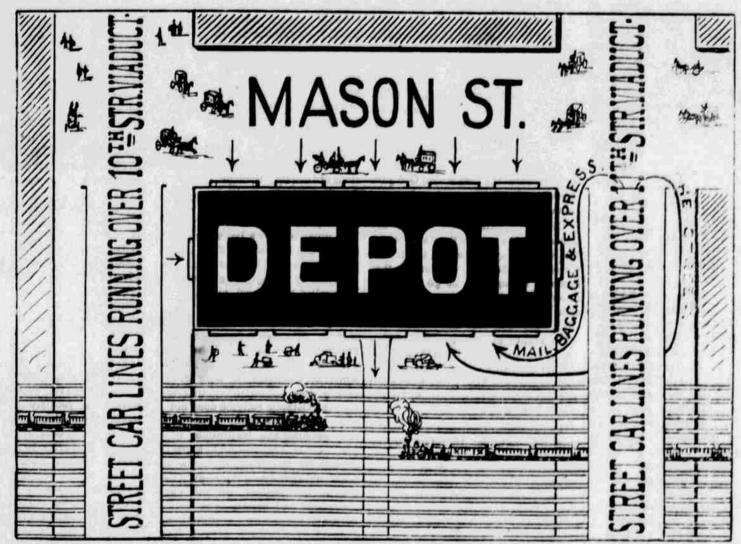
ing beavy fast express trains.

Which is Especial to Make 100 Miles ar The l'ennayivania railrond company under the direction of Mr. Thendere N. Ely, general superintendent of motive power, has completed at its great shops at Altoons what is

In the compromise measure now

With the approach of the World's fair and the increased business, and for the welfare of the city, I for the hope that the cantroversy now existing between the city and the railroads may be settled soon. ERNEST STUHT.

the State Service.



of the city. The argument that was direct connection. mossbacks and obstructors of public of the various street car lines operated article, meets with the hearty approval orandums. 412 Sheely block and Mason streets was unwise, because reaching the depot from either en- to examine the plans. Among those ests of the city, can no longer be ad- the question of life and convenience is Mayor Bemis, City Attorney Connell, vanced, notwithstanding the fact that taken into consideration. The two J. B. Furay, of the board of public the foundation of that structure still viaduct entrances leading to the depot works, W. J. Broatch, Jeseph Barker, exists. It is to be hoped that the union from either end, could so be arranged J. N. Cornish, Dr. S. D. Mercer and depot now proposed, or in course of with elevators as to facilitate passenger several others.

but in the midst of a large wholesale from the use by the travelling public city engineer then in office. This idea | district, surrounded by magnificent baving business in South Omaha, of is plainly indicated by a glance at the AMERICAN are sure to bring a profitable four and six story business blocks, and the Sherman avenue line as now pro- ground plans in the illustration. The near the center of the business portion vided, would be entirely obviated by proposed relocation of the Union depot

between the two viaducts fronting on advanced twenty years ago by the The advantages arising from the use Mason street, as suggested in this improvements that the location of the over the Tenth and Eleventh street and support of all who have investi-Union Pacific headquarters at Tenth viaducts to the public as a means of gated the matter and taken the time

construction, will not run the same traffic to the ground floor, leaving the It is presumed that the obstructioncourse of time and eventually stand as front on the Mason street entrance for ists who favor the Ninth and Farnam Agents Wanted.

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last week. Howson Lott-Who is running the house in her absence?-Puck

Teeth Extracted with Great Pains.

DR. F. D. WILSON.

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And Locks,

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