

A RAILROAD ROMANCE,

But One Founded on Facts.

Binding the Stock Ranges of the Territories to Omaha With Bands of Steel.

The Rock Island folks have entered Nebraska with their road and the Union Pacific will this year build several hundred miles of track in Kansas. The Northwestern and Burlington are penetrating the great cattle ranges of Wyoming and Colorado, and pushing toward Idaho and Oregon. The Cheyenne & Northern, a branch of the Union Pacific, has fixed its terminus at the boundary line of the British possessions, which will take that road through the heart of Montana. The Missouri Pacific is building extensions all over eastern Nebraska and planning others northwest from Omaha to Yankton and southern Dakota.

It will be noticed that every one of these lines radiate from a common center and that they cover a territory that forms one quarter of the area of the United States. They permeate the greatest grain producing regions in America, and cross the stock ranges from which half the world is supplied with food. Every one, from its northern, western or southern terminus, sends the products of the country it traverses to the east by way of Omaha, their common eastern terminus on the Mississippi.

The stock yards at South Omaha were inaugurated two years ago by men who foresaw what the west would need—a home market, and determined to give it to them. Their judgment was not at fault. Their enterprise has met with success which has surprised even themselves. Even now there is a business done with Omaha which makes it look as important as did Omaha when it was at 1880. There will be a greater increase of trade and population, more building and business done there this year than there was done in 1885 and 1886. There will be double this amount next year and when the railroad building above mentioned, and now contracted for, is finished and the horses, cattle and sheep from all the western feeding grounds will come to the stock yards, the Union Stock Yards of South Omaha, as they will be what a great market will that make? Chicago and Kansas City see what is coming and are both jealous. They have noticed the course of railroad construction and gathered from it the only conclusion that any one could come, to viz: That Omaha is bound to be greater than they are and more important.

While the stock market at this point was great last year it was nothing to what its future is as settled by the railroad engineers, is destined to be, and South Omaha must always be, the head center of the stock trade, if not, in time, of the grain trade also. It will build out in all directions, first towards this city and then to the westward and southward. The syndicate lands will first be filled with cottages until the outskirts of the old and the young ones shall mingle together. Then a revolution will drive the incoming population further toward the prairies and their dwellings will be replaced by business blocks, as the trade center shifts southward to meet the growing necessity of closer relations with the packers and business men of South Omaha.

When Erastus A. Benson, a capitalist from New York, located Omaha last month I laid the matter before him and he agreed that if a suitable tract of land could be found, to go into it. After carefully studying the map in every direction I made up my mind that John D. Creighton had the only piece of land large enough and after going over it carefully I was convinced that a more beautiful site could not be found. A few days afterward the purchaser was nominated and Mr. Benson was the owner of the first 800 acres of land within a radius of many miles of Omaha. W. L. McCague thinking my plan a good one joined me in the matter, and our contract with Mr. Benson fully guarantees every promise we make and a great deal more. Before the first day of March the ties and rails for the car line will be strung along the Military road and as soon as it is completed at the line will be built and put in operation. Mr. Benson has contracted for 10,000 evergreen trees to be planted early in the spring. None to be less than 6 feet high and all guaranteed to live to be replaced. Many thousands of other shade and ornamental trees will be planted. We know that an acre of ground will cost \$1,000 to \$2,000 and we will plant lots of land at \$200 to \$500 each as soon as the street car line is in operation. For a home Benson offers inducements inferior to none, and for speculation the lots are cheaper than nine tenths of the additional half the distance from the business center, where street car lines cannot be built.

C. E. MAYNE,
N. W. Cor. 15th and Harney.

from our offices to Benson and return all day Monday for the accommodation of those who wish to look at the property and select lots.

C. E. MAYNE
N. W. cor. Fifteenth and Harney.
W. L. McCAGUE,
Opposite Postoffice.

NO ACCIDENT.

A Case in Which Judgment and Caution Have Prevented All Danger of Disaster.

There have been some frightful railroad accidents this winter, and the loss of life and limb in most cases the disasters have been the result either of carelessness or maliciousness. Almost all would have proved unavoidable had proper caution or precautions been taken. It is the same in many, if not every department of life, and not only the steel highway but to fortune of life and the royal road to fortune are strewn with wrecks which should never have occurred. The accident in "Benson," the new addition four miles northwest from the postoffice, was purchased and laid off into handsome residence lots; and people who invest in that locality will not find themselves stranded, with worthless property on their hands. This tract has been famous as the Creighton farm and was purchased entire for the present purpose at a round sum. It is now on the market in lots varying from fifty feet to ten acres in size and on the easiest terms—10 per cent cash and the balance in monthly payments. This offers a rare opportunity to those wanting to secure a home, especially when it is known that the streets of the new addition will be graded and parked, that 10,000 evergreens and catalpa trees will be planted, the lot is connecting "Benson" with the city, except by building a new bridge in the vicinity of these lots. That a bridge will be built there can be no reasonable doubt. These lots are unlike other lots now in the market in the fact that somebody will buy them, now, for \$1,000, and that, too, at about your own price at an earlier date. The longer you hold them the greater price you will realize when you do sell. They will not spoil on your hands; you will not feel that you are liable to lose on them should a little reaction come.

This is the one and only investment open to all in Omaha where you run no risk whatever of losing and have immeasurably greater chances for profit than can be offered by any other real estate or real estate. Return Monday and Tuesday Jan. 24 and 25, at our office, 1408 Farnam St., 1,200 lots at private sale—\$100 each, only on these two days.

1,200 LOTS AT \$150 EACH.

In George H. Boggs' Immense New Addition to Omaha.

Grand Private Sale on Monday and Tuesday, All Day, January 24th and 25th.

ON MONDAY AND TUESDAY we will sell at private sale, at the office of Boggs & Hill, 1408 Farnam street, these (1,200) twelve hundred lots at \$150 each, one-eighth cash, balance at \$10 per month or at such other easy terms as may best suit purchasers. The above prices will be good for these two days only, after which there will be a heavy advance in prices. These lots are on the highest land in the whole valley, precisely 3½ miles north of the Union Pacific shops. They are just where they will be needed for railroads, warehouses, lumber and coal yards, packing houses, car shops, foundries, cornices works, agricultural warerooms and the thousand other kinds of business that will be required in the city. The lots are to follow, and are at the round sum. It is now on the market in lots varying from fifty feet to ten acres in size and on the easiest terms—10 per cent cash and the balance in monthly payments. This offers a rare opportunity to those wanting to secure a home, especially when it is known that the streets of the new addition will be graded and parked, that 10,000 evergreens and catalpa trees will be planted, the lot is connecting "Benson" with the city, except by building a new bridge in the vicinity of these lots. That a bridge will be built there can be no reasonable doubt. These lots are unlike other lots now in the market in the fact that somebody will buy them, now, for \$1,000, and that, too, at about your own price at an earlier date. The longer you hold them the greater price you will realize when you do sell. They will not spoil on your hands; you will not feel that you are liable to lose on them should a little reaction come.

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BOGGS & HILL,
1408 Farnam St.

At Last.

For two years I have been trying to get some one of means to join me in a scheme that I have felt positive must succeed; that was to buy a large tract of land not too far out, easy of access from the city, to lay it out in different sized lots, and by building a street car line to it, and by making it beautiful by planting trees and ornamental shrubbery, grading the streets, making a park, etc., to make it in fact the finest suburb in the country. I have failed.

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C. E. MAYNE,
N. W. Cor. 15th and Harney.

Notice.

The South Omaha Land company have appointed C. E. Mayne sole agent for the sale of their lots. He will show the property and furnish all desired information upon application.

(Signed) W. A. PAXTON, President.

Benson,

The coming fashionable residence suburb of Omaha. It will contain parks, lakes, boulevards, and handsomely decorated avenues. An experienced landscape gardener has been engaged by Mr. Benson to superintend the work. The coming year will be a great one for the improvement of the best western men to be depended upon or if one is permitted to believe the practical evidences daily to be seen on every side. It is no stretch of the imagination to think that it may all be accomplished within five or ten years from now.

If one were permitted to view that length of time into the future, what a change would be in the course of events. There might be seen along the river banks in front of this city the grim entrances to a score of slopes leading to the coal mines which had grown to supply the inhabitants of the Missouri valley with fuel. Back of these would be the railroad yards and coal yards, the warehouses of the St. Louis barge line and, in the distance, toward the north factories and foundries. Ships of all sorts of great railroads, where the cars and locomotives are manufactured from materials gathered from the mines and forests of the mountains. South, a busier scene, where trains from all the western states, for there would be no more territories, unloaded their herds of cattle and droves of horses and sheep before a hundred vice packing houses, smoke from whose furnaces like a pall over the city.

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