RAILROADS.

Omaha is the center of an extensive network of railroads, located at the gateway of the pioneer transcontinental railway between the Atlantic seaboard and the Pacific coast. Omaha enjoys unsurpassed facilities for transcontinental traffic.

The shortest routes from Boston, New York, Chicago, St. Louis and other eastern cities to Denver, Salt Lake City, San Francisco and Portland, pass directly through Omaha.

The thirteen railroads which converge at Omaha run 122 passenger trains in and out of the city every twenty-four hours. Four of these railways connect Omaha directly with Chicago, viz: The Chicago, Burlington & Quincy, Chicago & Northwestern, Chicago, Rock Island & Pacific and Chicago, Milwaukee & St. Paul. The trunk lines—the Missouri Pacific, Wabash and the Kansas City, St. Joseph & Omaha—afford Omaha direct connection with St. Louis and the south. The Chicago, St. Paul, Minneapolis & Omaha railway has placed Omaha within reach of the Minnesota and Wisconsin lumber regions.

The Chicago & Northwestern, Chicago, St. Paul, Minneapolis & Omaha give Omaha two separate lines to Sioux City. The Arlington extension to Omaha of the Fremont, Elkhorn & Missouri Valley railroad gives this city a direct line to northwestern Nebraska and Black Hills and central Wyoming. The B. & M. railway, with its various branches, has for years given Omaha transportation facilities to southern and southwestern Nebraska and northern Kansas and Colorado, the newly mentioned branches now afford additional facilities to central Nebraska and Wyoming.

TERMINAL FACILITIES.

The organization of the union depot company, which has recently been voted a large bonus in bonds for the erection of a union depot, consummated enough to accommodate the roads that make connections with the Union Pacific at this point, and the new railway bridge which is about to be erected by the Nebraska Central railroad north of the Union Pacific shops as a complement to a magnificent railway depot, afford assurance that the railways centering in Omaha will within the next eighteen months possess ample depot and transfer facilities for the immense traffic that is handled at this point. The estimated cost of these depots, viaducts and bridges is $2,500,000.

THE UNION PACIFIC.

The Union Pacific railway, the greatest trunk line on the American continent, gives Omaha direct connection with the coal, iron, silver and gold regions of Wyoming and Colorado, the silver belt of Utah, Idaho and Montana, and the farming districts of Oregon, the valleys of California and the Pacific coast. The headquarters of the Union Pacific railway have been located in Omaha ever since the road was chartered. After the consolidation of the Kansas Pacific railway with the Union Pacific, the headquarters of the Kansas Pacific were also removed to Omaha. All the various branches and leased lines operated by the Union Pacific management now have their principal offices in the Union Pacific headquarters in Omaha.

The company owns and the officers occupy a handsome and commodious Revenue building. [See illustration.] This structure contains every modern convenience for the clerical force, that finds employment in Omaha. The Union Pacific Denver and leased lines will be managed from the Omaha headquarters after January 1, 1890. The number of employes of the company residing in Omaha is 1,515. Of this number 362 are employed in Union Pacific headquarters and 1020 in the Union Pacific machine shops. In the whole line there are 12,346, who were paid on an average $691.35 each month of 1889. Ever since the inauguration of the road the company's machine shops have been maintained in this city.

At Omaha reside the following executive heads of the Union Pacific and their assistants: W. H. Holcomb, vice president; T. L. Kimball, third vice president; C. S. Mellen, general traffic manager; E. L. Lomax, general passenger agent; J. A. Munroe, assistant general traffic manager; E. Dickinson, general manager Missouri river division; C. H. McKibben, general purchasing agent; L. H. Korty, superintendent telegraph; George W. Vaughan, superintendent of machinery; Ernestus Young, auditor; John M. Thurston, general solicitor; Albert Woodcock, general land commissioner; J. S. Cameron, superintendent of construction; A. G. Rogue, chief engineer.

The Union Pacific furnishes the following statement of its business for 1889, together with the improvements made in Omaha during the year, and those contemplated in 1890. The estimate for the union depot and Tenth street viaduct are not included.

No. of miles of trackage operated January 1, 1890	
Miles	4,677.90
Mileage added during 1889	559.97
Total mileage operated Dec. 31, 1889	5,117.93

	Miles
Utah Central railway	279.00
Utah & Nevada railway	30.50
Idaho Central railway	18.70
Ogden & Syracuse railway	5.50
Total	538.70

[The above lines have formed a part of the Union Pacific system since August 1, 1889.]

Carbon cut-off railway	17.10
Minor additions	3.46
Rolling stock added during 1889:	
Locomotives	72
Freight cars	2,142
Passenger cars made up as follows:	
Pullman sleepers	8
Pullman dining cars	4
Other passenger cars	60

Statement of tonnage of freight received and forwarded at Omaha and South Omaha during the twelve months ending October 31, 1889:

OMAHA.

Total number of tons forwarded	254,502
Total number of tons received	505,553

SOUTH OMAHA.

Total number of tons forwarded	126,744
Total number of tons received	252,034
Live stock forwarded from Omaha and South Omaha	Cars.
	28,674 2,858
Live stock received at Omaha and South Omaha	142,294 14,238

Estimated cost of improvements at Omaha, projected during 1890 (and including union depot):	
Bridge over Fourteenth street	$ 42,905 00
Bridge over Twenty-sixth street	44,925 00
New tracks and miscellaneous improvements	57,904 00
Total estimated cost	$145,824 00
Of above amount there has been expended to October 31, 1889	26,190 96
Additional lines operated:	

BURLINGTON ROUTE.

The Burlington & Missouri River railroad in Nebraska, which constitutes the Burlington route west of the Missouri, operates from the Omaha headquarters 1,005.48 miles of railroad, reaching from all important Missouri river terminal, Omaha, Plattsmouth, Nebraska City, St. Joseph, Atchison and Kansas City on the east, and traversing the great state of Nebraska, touching all principal cities, and reaches to Denver, Colo., and Cheyenne, Wyo., on the west and to Newcastle, Wyo., on the northwest. By its very comprehensive lines of road the Burlington route is able to run its own trains from Chicago, Peoria and St. Louis direct to Denver and Cheyenne, making connections with all Pacific coast points. This company now owns three steel bridges over the Missouri river, one at Plattsmouth, one at Nebraska City and one at Rulo. Of the 3,005.48 miles of road operated west of the Missouri river, there are in the state of Nebraska 2,313.40 miles.

The most important extension which the Burlington system has built in several years is the line just completed from Alliance, Neb., through Crawford to Newcastle, Wyo., where a new and wonderful coal region is now being developed, and which places a very superior quality of coal some 200 miles nearer to Omaha consumers than can be had by any other line. The Denver, Utah & Pacific railway, extending from Denver to Lyons and Longmont, Colo., was made a part of the Burlington system in September last and the company is also building a line northwesterly from Culbertson, Neb., which, when completed, will reach Holyoke, Colo., on the Denver line. The total number of men employed is about six thousand, of whom 500 are employed in Omaha. The company owns 240 locomotives, twenty of which were purchased in 1889. They also own ninety-five passenger cars, seventy five baggage, mail and express cars and 7,150 freight cars.

The following statement will show the immense traffic of the Burlington route in and out of Omaha during 1889:

Number of cars live stock received at Omaha and South Omaha during 1889	13,009
Number of cars live stock forwarded from Omaha and South Omaha during 1889	4,256
Number of tons of freight received at Omaha and South Omaha during 1889, not including weight of live stock	443,879
Number of tons of freight forwarded from Omaha and South Omaha during 1889, not including weight of live stock	221,162
Total number of passengers carried on the whole system during 1889	1,716,259
Number of trains arriving in Omaha daily	7
Number of trains departing from Omaha daily	7
Number of fast trains arriving and departing daily	4

The headquarters of the Burlington road are in its own building at the corner of Tenth and Farnam streets. George W. Holdrege, general manager; Thomas Miller, general freight agent; John Francis, general passenger agent; J. G. Taylor, assistant treasurer; T. E. Bergman, auditor. The general superintendent's office is at Lincoln.

FREMONT, ELKHORN & MISSOURI VALLEY.

One of the most important of the railroad lines maintaining its headquarters in Omaha is the Fremont, Elkhorn & Missouri Valley. The general offices of the company are in the Merchants National bank building, where fifty persons are employed. The "Elkhorn," as the line is called, operates 1,256 miles of road of its own, the main line running from Omaha to Carbon county, Wyo., a distance of 630 miles. Branch lines run from Fremont to Hastings, from Fremont to Lincoln, from Linwood to Superior, from Scribner to Oakdale, from Norfolk to Verdigres in Nebraska, and from Chadron, Neb., to Whitewood, Dak. The Sioux City & Pacific road, 165 miles in length, operated by the Elkhorn company, it runs from Sioux City to Missouri Valley, Ia., and from Missouri Valley to Fremont, Neb. Over this line through cars are run from Omaha to St. Paul, Minn.

The Elkhorn is a part of the great Chicago & Northwestern system. It penetrates the richest counties in Nebraska and proves a valuable feeder to the parent line, as well as a wonderful help to Omaha's growing commercial interests. The Omaha depot is at the Union Pacific station at Fifteenth and Webster streets.

H. G. Burt, general manager of the system, has his office in Omaha, with the following assistants: J. B. Hawley, general attorney; J. R. Buchanan, general passenger agent; R. C. Morehouse, general freight agent; C. C. Hughes, general superintendent; J. E. Ainsworth, chief engineer; W. P. McFarland, superintendent of telegraph.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

This is one of Omaha's most important lines, reaching from Omaha on the south to its five large positions in Minnesota, with numerous important branch lines. It is so located that it penetrates the great lumber, mineral, agricultural and live stock regions of the northwest. In Nebraska it has recently completed a heavy steel track from Omaha to Sioux City, and its Norfolk branch will soon be all laid with steel. During 1889 it commenced to use its new steel bridge across the Missouri river at Sioux City.

Its passenger and freight depots on Webster street, Omaha, do a monthly business that will compare favorably with that of all other depots in Omaha combined. Its new freight yard, north of Nicholas street, contains nearly ten miles of track, all told, and it condemnplates soon duplicating its present structure, taking Grace street for the center of its yard. It brings into South Omaha from the thriving towns along its line in Nebraska about three thousand car loads of live stock per year. It takes from its Nebraska stations to its Lake Superior ports a great many hundred cars of grain annually, bringing back from those points for the southern and only number lumber and other freight brought there from eastern lake ports. The local officers are: H. S. Jaynes, superintendent; Charles F. Wallenstein, city ticket agent; Lyman Stokes, general agent.

MISSOURI PACIFIC RAILWAY.

Omaha is the northern terminus of the Missouri Pacific railway. The line enters Nebraska at the southern end of the state and penetrates the rich section of country bordering along the Missouri river. The Omaha depot is reached from Weeping Water to Lincoln, the Crete branch from Talmage to Crete and the Republican Valley branch from Warwick, Kan., to Prosser, Neb. Two passenger trains arrive and depart daily, running through to St. Louis. Trains on all the branch lines make close connections with the main line trains. Four freight trains arrive and depart each day. The freight depot is at the corner of Fifteenth and Nicholas streets, where twenty-five men are employed. The passenger depot is at the union station, corner Fifteenth and Webster streets.

J. O. Phillippi, assistant general freight and passenger agent, has his offices in Omaha in rooms in the Merchants' National bank, corner of Thirteenth and Farnam streets, where twelve persons are employed. T. F. Godfrey is the city passenger agent and T. E. King freight agent.

THE BELT LINE.

The Omaha Belt line is operated by the Missouri Pacific as a terminal convenience for all the railroads entering this city. With the branch running to South Omaha, the Belt line now operates nine miles of track.

Extensive improvements have been made on the Belt line property during 1889. An additional story has been built on the freight house to afford more room for the increasing business of that department. The depot has been lengthened and the road bed improved, at a cost of $17,000. Eight new sidetracks have been built for the accommodation of new factories built along the line, making about a mile of new tracks in all. During the year an average force of 40 men was employed, and 8,800 suburban trains are run each way daily for the accommodation of people residing along the line.

Harry Gilmore, in charge of the Belt line's Omaha interests, has about eighty-five men on his roolls for the year round, including the employes of the freight house. The company pays out every month in Omaha $8,000 in salaries.

EASTERN ROADS.

Every railroad entering Omaha and Council Bluffs has a separate city ticket office in the business center of the city. The leading eastern lines have Omaha offices with representatives in charge to look after their interests in this city.

Burlington—The Great Railroad System of the West.

The Burlington has nearly seven thousand miles of line, in five great states, and a magnificent equipment in every respect.

"Laying hold, with one hand, upon the great mountain chain of the continent, it stretches over the vast agricultural region of the west to pay tribute, with the other, to that most magnificent of all inland waterways, the great lake system of America, besides connecting with those various steel highways which form the chief lines of travel and, for the larger half of the year, the only commercial arteries between Chicago and the seaboard." Thus does a recent writer refer to that greatest of railroad systems, the Burlington route, a system which, with Omaha for its geographical center, extends eastward to Chicago, Peoria and St. Louis, westward to Denver and Cheyenne, northward to St. Paul and Minneapolis, and southward to Kansas City and St. Joseph. Within that east area of 300,000 square miles—half as large again as either France or Germany—there is scarcely an important point to which the Burlington has not an airline. Seventeen times a day do superbly equipped through trains roll in or out of the Burlington company's own depot in Omaha. Among these are the famous fast mail to Chicago, so well known as the fastest train in the west, the solid vestibule express trains to and from Denver and Chicago, and the short line express to Kansas City. While this great railroad system necessarily fills a large place in the public eye, by reason of its magnitude and its gigantic operations as the great corn, grain and live stock carrying line in the world, it has attained the very high position it occupies in popular estimation through the ever-watchful and unceasing efforts of its management to keep it ahead of all other lines in everything that can contribute to the safety and comfort of the traveling public. It took the lead in establishing dining car service between the Missouri river and Chicago, and subsequently in extending such service to Denver. In making fast time between various important points; in running vestibule trains and free reclining chair cars in Nebraska, and in furnishing its sleeping cars with choice libraries, hot and cold water, lounges, and other conveniences and luxuries, it has been universally recognized, and accordingly the traveler by the Burlington route is accustomed to look for the very best service, and he is never disappointed. The B. & M. railroad, the most important division of the great Burlington system, is pre-eminently a Nebraska institution. 2,250 of its 3,006 miles of line being within the limits of this state, and its various ramifications extending into no fewer than fifty-six different counties.

The company has thirty three trunk lines traversing the state from east to end, crossing the Missouri river by magnificent steel bridges at Plattsmouth, Nebraska City and Rulo, and having for their present western terminal, Cheyenne and Newcastle, Wyo., and Denver, Colo. So perfectly organized is the network of branches radiating from the different junction points on these lines, that there is not a town or city reached by the B. & M. R. R. that does not in a measure share the advantage of the admirable train service in operation, not only between Denver, Lincoln, Omaha and Chicago, but also between Denver, Cheyenne, Kansas City, St. Joseph and St. Louis; while the connections of the system at its eastern and western terminals render it the best route, alike to all eastern cities, and to all points on the Pacific coast.

The most important event of 1889 in railroad circles in Nebraska has undoubtedly been the extension of the Burlington to the Black Hills, and the consequent opening up of a magnificent new coal field, the product of which is pronounced by experts to be absolutely the finest bituminous coal in the United States. This coal is equally good for steam, cooking and domestic purposes, and in view of the marvelous silver deposits of the Black Hills and of the wealth of the whole of east-central Wyoming in petroleum and other valuable products, it cannot be doubted that the young city of Newcastle, which has sprung up near the mines, will specially become a center of extraordinary industrial activity. Although the railroad has not only resulted, but steadfastly discouraged any booming of the town, the exceptional opportunities it affords, both to capital and labor, cannot fail to attract to it an immense influx of population in the spring of 1890.

UNION PACIFIC RAILWAY.

The Overland Route.

The most rabid opponent and the most unreasoning talker against railroads has never had the hardihood to deny the great and permanent benefits conferred by the city of Omaha from the Union Pacific railway, the original overland route. The solid fact remains that the prosperity and progress of this city dates from the inception and building of the road. Here are located the business shops of the company, giving employment to a large force of men, and the pay roll means a steady stream of gold which circulates in every department of trade. The boundless agricultural resources of a vast region containing over 150,000 people, are tributary to Omaha through the manifold Union Pacific system; the delicacies of a tropical climate are landed at our very doors; the flying passenger is whisked to the Golden Gate in a few hours; the magnificent new empire of the great northwest lies within easy distance, and the uttermost confines of far Alaska are reached within the limits of a short pleasure trip on the famous "Fast Mail" and fleet steamers. The service offered the public by the Union Pacific R'y is well nigh perfect. Its equipment cannot be surpassed, and consists of magnificent Pullman sleepers, elegant Pullman dining cars, handsome day coaches, free reclining chair cars, and Pullman colonist sleepers. The road reaches all the more important towns in the western region tributary to Omaha, thus bringing all the channels of commerce to bear on Omaha. To go over the Union Pacific Railway thoroughly is a liberal education in all that pertains to the wonders and attractions of the land we live in. The investor, the homeseeker, the tourist, and the invalid are all equally interested. All along the lines of the great system are spots which will meet their requirements, and there is hardly an inner field for investment or pleasure in the territories lying west of the Missouri river. With the coming of the Union Pacific, towns, villages and cities sprang into existence, the wilderness has been redeemed and made to blossom, and where a quarter of a century ago the savage held full sway, we have now the prosperity, the content, the rapid increase in all the various phases of social and commercial life. And the Union Pacific has been a very potent helper in bringing about all these results.

The Southern Problem

is solved by taking the Missouri Pacific railway which runs two daily trains equipped with Pullman Buffet sleeping cars to Atchison, Leavenworth, Kansas City and St. Louis, connecting at Kansas City with trains via the New Wagner route Short Line to Ft. Smith, Little Rock, Memphis, Hot Springs and all points south. Omaha offices: 1401 Farnam and Farnam streets. Try the new line to the south.

Consolidated Street Railway Company

No city in the United States can make as good a showing in the line of street railway improvements in 1889 as can Omaha. During that time forty miles of electric railway tracks have been laid and put in actual service. Four miles of tracks for street car use have also been laid. There are today in Omaha thirty-six and a-half miles of horse railway tracks, nine and a-half miles of cable tramway tracks, and forty miles of electric motor tracks, making a total of eighty-six miles of street railway tracks—all in actual use.

During the year $200,000 has been expended in constructing and improving. At the last count day there were 884 men on the pay rolls of the company, whose salaries and wages aggregated $25,000 per month.

EXPRESS COMPANIES.

Omaha is one of the principal distributing points for express companies. One of these companies (the Pacific) has its general headquarters here, while two others make Omaha department headquarters.

PACIFIC EXPRESS COMPANY.

The general offices of the Pacific express company are located in this city and give employment to 125 men. This company operates over 22,000 miles of railway, including the Union Pacific, Missouri Pacific, Wabash, Texas & Pacific, Missouri, Kansas & Texas, International & Great Northern systems, extending from Detroit, Mich., and Toledo, O., on the east to Portland and Astoria, Ore., on the west; and from New Orleans, La., and Laredo, Tex., on the south to Helena, Mont., on the north, having offices in twenty-seven states and territories. It did a business in 1889 of nearly $3,000,000. The officers of the company are: E. M. Moseley, president and treasurer, Omaha; W. F. Beebe, secretary and auditor, Omaha; F. H. Mundy, superintendent of money order department, Omaha; Charles Francis Adams, vice president, Boston, Mass.

The company is now building at the corner of Fourteenth and Harney streets one of the finest office buildings in the country, made necessary by the increasing business of the concern. [See illustration.] It will be five stories in height, having a frontage of 44 feet on Harney street by 132 feet on Fourteenth street.

UNITED STATES EXPRESS COMPANY.

The United States express company occupies joint local offices with the Pacific express company, and Frank A. Thomas is the company's local agent for the Pacific express company. He has twenty-four men in his employ. The business of the office increased during the past year 10 per cent over that done in 1888.

AMERICAN EXPRESS COMPANY.

This company operates all of the Chicago, Burlington & Quincy, Chicago & Northwestern and Kansas City, St. Joseph & Council Bluffs railway lines, thus giving them two of the best trunk lines from the east into Omaha, and a direct line from Kansas City to St. Paul and Minneapolis. By means of its exclusive train out of New York and the Chicago, Burlington & Quincy mail, which carries only United States mail and this company's express matter, in charge of special through messengers, the United States express company delivers matter in Omaha in the unprecedented time of forty-five hours. The headquarters of the general superintendent of the western department, L. A. Garner, are located here.

U. S. Potter is the general agent and W. P. Brennan cashier. The company's Omaha work requires a force of twenty-six horses, fourteen wagons and thirty-five men, and the amount of business done through the office for the year amounts to nearly $100,000.

ADAMS EXPRESS COMPANY.

This company secured an entrance into Omaha over the Milwaukee road in 1888 and on November 15 of that year established a local office here. R. B. Rogers is the company's agent. The business for December, 1889, shows an increase of 50 per cent over that done in December, 1888. Eight men are employed in the Omaha office. Five messengers run in and out of the city. Ten horses and wagons are required to haul the company's consignments in Omaha.

WELLS, FARGO & COMPANY'S EXPRESS.

Dudley Evans is the general superintendent of the middle department of this company, with headquarters at Omaha. He keeps in constant employment two city clerks and stenographers. Mr. Evans has control of all the railroad and stage lines of the company between the Missouri river and the Rocky mountains, the Canadian boundary line and the Gulf of Mexico. Mr. Evans' assistants are six division superintendents, one of whom, Amador Andrews, also located in this city, is in charge of the Nebraska division, comprising the B. & M. railroad, Fremont, Elkhorn & Missouri Valley railroad, Sioux City & Pacific railroad, St. Paul, Minneapolis & Omaha railroad and several stage lines. Superintendent Andrews employs five clerks and stenographers and is assisted by seven route agents, one of whom has headquarters in Omaha.

The company did a business in Omaha in 1889 of $250,000. A. S. Potter, general agent; W. P. Brennan, cashier; G. A. Taft, depot agent. The force consists of thirty-five men and fourteen teams.

TELEGRAPH FACILITIES.

THE WESTERN UNION.

The Western Union Telegraph company shows an increase of 15 per cent for 1889 over the business of 1888. The operating and business department has been thoroughly remodeled and other improvements have been made, until the local office is now one of the best appointed in the country.

During the year ending November 30, 1889, there were 3,932,629 local messages sent and received, and 4,829,062 messages relayed. These figures do not include the great number of press matter received and sent. There are 161 employes on the Western Union company's pay rolls in the main Omaha office and branches in this city, and the weekly salary list is over $1,600. There are eighty-three circuits outside the city centering in the local office and 5,300 cells of battery are required.

The third district, comprising all of Nebraska, Kansas, Wyoming, Utah, Montana, New Mexico and Colorado and a part of Iowa, Missouri and Texas, is under the management of J. J. Dickey, with headquarters in Omaha. The main and branch offices in the city are under the management of J. Levin, with the following assistants: Day—J. B. Telford, chief operator; W. J. Rasland, traffic chief; E. B. Rogers, wire chief. Night—W. J. Lloyd, chief operator from 5:30 p. m. to 1 a. m.; J. B. Fritsche, from 8 p. m. to 5:30 a. m.; from 1 a. m. to 8:30 a. m.; E. J. Burke Wheatstone, chief day; J. T. Eshmon Wheatstone, chief night.

H. E. Jennison, superintendent of construction, has charge of all construction and repairs in the district and has more than 300 men constantly at work.

POSTAL TELEGRAPH LINES.

Five years ago the Pacific Telegraph company opened an office in Omaha. It was on a small scale with only a few employes. Now the company has thirty men on its pay roll and disburses $1,800 a month in salaries. W. S. Dimmick is the local manager and has charge of all the company's lines in Nebraska. There are twenty offices in the state. The business for 1889 shows an increase of 35 per cent over that of 1888.

As a means of better service for Omaha has led to an expenditure of $75,000 during the year just closed with that object in view. New wires have been stretched from Des Moines to Omaha for Omaha business exclusively. Previously the Omaha patrons of the company were at the mercy of a single circuit for eastern business that went by way of Kansas City and St. Louis. Now there are a dozen different circuits by way of Des Moines, St. Joseph, Kansas City or St. Louis.

The Pacific lines are now known as the Postal Telegraph Cable company. The office is in the Millard hotel.

Telephone Facilities.

The telephone system of Omaha is owned by the Nebraska telephone company, which has its headquarters in this city and extends to its branch exchanges in Lincoln, Fremont, Hastings, Grand Island, Norfolk, Columbus, Beatrice, Nebraska City and Plattsmouth, Nebraska City and Rulo, and having for their present western terminal, Cheyenne and Newcastle, Wyo., and Denver, Colo. So perfectly organized is the network of branches radiating from the different junction points on these lines, that there is not a town or city reached by the B. & M. R. R. that does not in a measure share the advantage of the admirable train service in operation, not only between Denver, Lincoln, Omaha and Chicago, but also between Denver, Cheyenne, Kansas City, St. Joseph and St. Louis; while the connections of the system at its eastern and western terminals render it the best route, alike to all eastern cities, and to all points on the Pacific coast.

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The United States express company occupies joint local offices with the Pacific express company, and Frank A. Thomas is the company's local agent for the Pacific express company. He has twenty-four men in his employ. The business of the office increased during the past year 10 per cent over that done in 1888.

AMERICAN EXPRESS COMPANY.

This company operates all of the Chicago, Burlington & Quincy, Chicago & Northwestern and Kansas City, St. Joseph & Council Bluffs railway lines, thus giving them two of the best trunk lines from the east into Omaha, and a direct line from Kansas City to St. Paul and Minneapolis. By means of its exclusive train out of New York and the Chicago, Burlington & Quincy mail, which carries only United States mail and this company's express matter, in charge of special through messengers, the United States express company delivers matter in Omaha in the unprecedented time of forty-five hours. The headquarters of the general superintendent of the western department, L. A. Garner, are located here.

U. S. Potter is the general agent and W. P. Brennan cashier. The company's Omaha work requires a force of twenty-six horses, fourteen wagons and thirty-five men, and the amount of business done through the office for the year amounts to nearly $100,000.

ADAMS EXPRESS COMPANY.

This company secured an entrance into Omaha over the Milwaukee road in 1888 and on November 15 of that year established a local office here. R. B. Rogers is the company's agent. The business for December, 1889, shows an increase of 50 per cent over that done in December, 1888. Eight men are employed in the Omaha office. Five messengers run in and out of the city. Ten horses and wagons are required to haul the company's consignments in Omaha.

WELLS, FARGO & COMPANY'S EXPRESS.

Dudley Evans is the general superintendent of the middle department of this company, with headquarters at Omaha. He keeps in constant employment two city clerks and stenographers. Mr. Evans has control of all the railroad and stage lines of the company between the Missouri river and the Rocky mountains, the Canadian boundary line and the Gulf of Mexico. Mr. Evans' assistants are six division superintendents, one of whom, Amador Andrews, also located in this city, is in charge of the Nebraska division, comprising the B. & M. railroad, Fremont, Elkhorn & Missouri Valley railroad, Sioux City & Pacific railroad, St. Paul, Minneapolis & Omaha railroad and several stage lines. Superintendent Andrews employs five clerks and stenographers and is assisted by seven route agents, one of whom has headquarters in Omaha.

The company did a business in Omaha in 1889 of $250,000. A. S. Potter, general agent; W. P. Brennan, cashier; G. A. Taft, depot agent. The force consists of thirty-five men and fourteen teams.

TELEGRAPH FACILITIES.

THE WESTERN UNION.

The Western Union Telegraph company shows an increase of 15 per cent for 1889 over the business of 1888. The operating and business department has been thoroughly remodeled and other improvements have been made, until the local office is now one of the best appointed in the country.

During the year ending November 30, 1889, there were 3,932,629 local messages sent and received, and 4,829,062 messages relayed. These figures do not include the great number of press matter received and sent. There are 161 employes on the Western Union company's pay rolls in the main Omaha office and branches in this city, and the weekly salary list is over $1,600. There are eighty-three circuits outside the city centering in the local office and 5,300 cells of battery are required.

The third district, comprising all of Nebraska, Kansas, Wyoming, Utah, Montana, New Mexico and Colorado and a part of Iowa, Missouri and Texas, is under the management of J. J. Dickey, with headquarters in Omaha. The main and branch offices in the city are under the management of J. Levin, with the following assistants: Day—J. B. Telford, chief operator; W. J. Rasland, traffic chief; E. B. Rogers, wire chief. Night—W. J. Lloyd, chief operator from 5:30 p. m. to 1 a. m.; J. B. Fritsche, from 8 p. m. to 5:30 a. m.; from 1 a. m. to 8:30 a. m.; E. J. Burke Wheatstone, chief day; J. T. Eshmon Wheatstone, chief night.

H. E. Jennison, superintendent of construction, has charge of all construction and repairs in the district and has more than 300 men constantly at work.

POSTAL TELEGRAPH LINES.

Five years ago the Pacific Telegraph company opened an office in Omaha. It was on a small scale with only a few employes. Now the company has thirty men on its pay roll and disburses $1,800 a month in salaries. W. S. Dimmick is the local manager and has charge of all the company's lines in Nebraska. There are twenty offices in the state. The business for 1889 shows an increase of 35 per cent over that of 1888.

As a means of better service for Omaha has led to an expenditure of $75,000 during the year just closed with that object in view. New wires have been stretched from Des Moines to Omaha for Omaha business exclusively. Previously the Omaha patrons of the company were at the mercy of a single circuit for eastern business that went by way of Kansas City and St. Louis. Now there are a dozen different circuits by way of Des Moines, St. Joseph, Kansas City or St. Louis.

The Pacific lines are now known as the Postal Telegraph Cable company. The office is in the Millard hotel.

Telephone Facilities.

The telephone system of Omaha is owned by the Nebraska telephone company, which has its headquarters in this city and extends to its branch exchanges in Lincoln, Fremont, Hastings, Grand Island, Norfolk, Columbus, Beatrice, Nebraska City and Plattsmouth, Nebraska City and Rulo, and having for their present western terminal, Cheyenne and Newcastle, Wyo., and Denver, Colo. So perfectly organized is the network of branches radiating from the different junction points on these lines, that there is not a town or city reached by the B. & M. R. R. that does not in a measure share the advantage of the admirable train service in operation, not only between Denver, Lincoln, Omaha and Chicago, but also between Denver, Cheyenne, Kansas City, St. Joseph and St. Louis; while the connections of the system at its eastern and western terminals render it the best route, alike to all eastern cities, and to all points on the Pacific coast.

The most important event of 1889 in railroad circles in Nebraska has undoubtedly been the extension of the Burlington to the Black Hills, and the consequent opening up of a magnificent new coal field, the product of which is pronounced by experts to be absolutely the finest bituminous coal in the United States. This coal is equally good for steam, cooking and domestic purposes, and in view of the marvelous silver deposits of the Black Hills and of the wealth of the whole of east-central Wyoming in petroleum and other valuable products, it cannot be doubted that the young city of Newcastle, which has sprung up near the mines, will specially become a center of extraordinary industrial activity. Although the railroad has not only resulted, but steadfastly discouraged any booming of the town, the exceptional opportunities it affords, both to capital and labor, cannot fail to attract to it an immense influx of population in the spring of 1890.

SOUTH OMAHA.

South Omaha, the "Magic city," although less than six years old has a population of fully 10,000. Within three miles of the county court house it has connections with Omaha by an electric motor street railway as well as the tracks of the five great railroad trunk lines. So closely connected are the two cities that it is practically a part of Omaha.

The business portion of the city is compactly built of imposing and substantial brick blocks. The residences and dwellings occupied by employes of the packing house companies and Union Stockyards company, are scattered around on all sides of these great industries which gave foundation for the city.

During the past year the principal thoroughfares have been graded and several of them paved with Sioux Falls granite and cypress blocks. Two viaducts costing $50,000 span the railroad tracks and connect the eastern and western parts of the city. The aggregate cost of all public improvements exceeds $600,000, of which $150,000 was expended in 1889.

Water is supplied for fire, public and domestic purposes by the American waterworks company, and electric light is furnished by the South Omaha electric light and power company.

The schools, under an efficient superintendent and excellent corps of teachers, have attained a high standard, while the buildings are commodious and substantial.

Three banking houses, two of which have savings departments, furnish ample accommodations for commercial transactions. The Union Stockyard bank, John A. McShane, president and E. B. Branch, cashier, is located in the Exchange building. The South Omaha National bank, A. C. Wyman, president, and H. G. Restwick, cashier, has lately occupied its fine new building on N street. The Nebraska Savings bank, John L. Miles, president, and W. A. L. Gibbon, cashier, and C. M. Hunt, assistant cashier, occupies its fine new building Twenty-sixth and N streets.

The postoffice ranks third in the state. During the last quarter of 1889 there were 321,428 pieces of mail matter handled. Postmaster Peter Cockrell has under him a deputy, two clerks and four letter carriers.

The press is represented by four publications, three daily and one weekly. The South Omaha Stockman and South Omaha Drover's Journal are daily market papers, devoted mainly to furnishing reports of each day's sales and purchases at the stock yards. The Bee-may is a small daily of free circulation giving the local news of the city in compressed shape. The South Om