

GETTING AFTER SCALPERS.

The Object of the Western Road's Unlimited Ticket Scheme.

NO STOP-OVERS ON CHICAGO BUSINESS.

The Burlington's Deadwood Extension—The Milwaukee Telegraphers' Trouble—Notes and Personal.

The passenger agents of roads running between Chicago and Omaha have been instructed that the sale of unlimited tickets each way between those points will be discontinued.

This action is in accordance with a scheme proposed by D. G. Edwards, general passenger agent of the Queen and Crescent route and a member of the Southern passenger association. Mr. Edwards suggested at a recent meeting of that association that a limit be placed on all coupon tickets, instead of issuing them unlimited, has been done almost entirely of late. The scheme met with the approval of many of the passenger men and has been thoroughly canvassed in the various passenger associations. It was a blow to the coupon ticket industry, and was generally recognized as a potent factor in the war against this powerful enemy of railroad interests.

The first organization to take official notice of the scheme was the Western passenger association, which on January 10th, 1891, at a meeting of that association, a committee to report on the matter. At the meeting of the Western association this committee presented its report, which had previously been circulated among the members by means of a circular.

The plan proposed was to issue coupon tickets, to whom has been referred the question of arranging a plan for the abolition of the sale of unlimited tickets.

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That on and after March 1, 1891, no stop-over shall be allowed on any single trip ticket, either local, home or foreign coupon ticket.

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Mr. Arthur B. Smith, assistant general passenger agent of the Burlington, was of the opinion that the change would not affect the scalpers in any way. The present rate being charged for a scalper's ticket was a cut-rate, but with only one stop-over privilege, which made a ticket practically the same as a limited ticket, so that there was very little opportunity for a scalper to handle it. The new arrangement there would be no stop-over privilege.

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Chief Engineer, Bureau of the Union Pacific is out on the road.

The air is full of rumors of changes in Union Pacific circles. One of them is that Fred Metzger is to succeed Harvey Middleton as superintendent of motive power and machinery, and another names J. H. McConnell as the lucky man to replace Metzger with Middleton.

Grant Selby, formerly trained station inspector of the Rock Island line west of the Missouri river, has been promoted to the position of general train and station inspector of the entire system, with headquarters at Chicago.

A train of fifteen passenger stock cars left Laramie Sunday morning for Chicago, en route to San Francisco to bring back a lot of blooded stock. J. A. Munroe, assistant general traffic manager, and Harry Adams, local general agent, were on the train.

Friday evening, when the ice was formally broken on the subject of Mr. Adams' official duties, the latter was the first to become known as Adams, and he came from Boston. Mr. Munroe said, "Not at all." Mr. Adams asked if any fault had been found with his work, or if his capabilities were not up to the standard. Mr. Munroe had no criticism to make, but casually observed that the Philadelphia office was closed and intimating that Mr. Burleigh had a sort of hold on the company and must be taken care of. Consequently Mr. Adams must walk the plank.

Manager, Receiver of the Union Pacific says the guns and ammunition borrowed from Fort Douglas for use by railroad employees on the Indian division against possible Indian attack, will be returned in a few days as there is no use for them.

The construction of the Deadwood branch of the B. & M. R. R., which has been reached a point about eighteen miles from Deadwood. It is fully expected that the road will be completed and trains running over the new line about the first of the month. It is the intention to equip this line with chair cars and first-class trains, and connections with the main line. Citizens of Deadwood have already taken to this city with a view of establishing closer relations with Omaha and making this a headquarters for supplies for jobbing houses.

After Excursion Parties. Secretary Wilson of the real estate exchange has opened up a correspondence with the Cook & Jenkins tourist company and the

Raymond Whitcomb excursion company of New York, which handles all of the excursion parties going through to the Pacific coast, and has about completed arrangements for the excursion parties to spend one day in Omaha. The idea is to place Omaha on the schedule as one of the points of interest where the excursion parties can gain some idea of the resources and advantages of the wonderful west.

Not yet your life away because your hair is gray, while young, as you can stop all grayness and can beautify the hair with Hall's Hair Renewer and be happy.

MILD-MANNERED MR. MORTON.

He is Cutting a Very Wide Swath in Washington, D. C.

C. S. Morton has been heard from again. Morton, it will be remembered, came to Omaha the last week in September as the reputed financial agent of two or three big investment companies of Boston that had an unlimited quantity of gold dollars that they wanted to exchange for Omaha realty and business property.

He was a finely educated, well posted man, and his anxiety to get his company interested in business bargains in Omaha rippled away before any rival companies could get in and gobble up any of the choice corners, won the hearts of the local real estate brokers.

He told great stories of his plans. He purchased the property at the southeast corner of Seventeenth and Farnam streets and promised a ten-story palace office building for the place. He wanted to buy the entire block, and felt that he couldn't get it. This deed all made and desired in local bank.

Morton then decided he would boom the manufacturing interests a little, and secured a wagon factory, and a shoe factory, upon which he was going to erect a mammoth shoe factory that would give employment to at least five hundred hands as a shoe factory.

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Already thirty-three nominations have been made for the future state race in Wyoming. The race will be for foals of blood bred in 1900. An entrance fee of \$10 is exacted.

John Abiquist, an old timer in Evanston and employed in the Union Pacific shops there, was found dead in his house last Saturday. He had been a hard drinker and died of a heart attack.

L. R. Brenshaw will be the first democratic mayor of Chicago. He was elected Tuesday by 119 majority over J. K. Jeffry. Bonds were also voted at the same time for enlarging the waterworks and for the viaduct.

It is said that a handsome offer has been made by a Denver syndicate for the Laramie brewery and Mrs. Burman, the owner, is so far from being a victim of the syndicate that she has agreed to sell the brewery for \$100,000.

At Laramie M. Kneller has kept twenty horses since the season opened. He has already harvested over three thousand tons and has a contract with the Union Pacific for 10,000 tons. The ice cut averages about eight inches thick and clear as crystal, being free from any snow.

N. R. Davis and T. W. Brooks have just matched two-year-olds at Cheyenne for a race to come on Sunday, January 20th, distance five-eighths of a mile. Davis has a horse named a Huerofo cut, dam, the Hale mare. Brooks has a horse named a Huerofo cut, dam, the Hale mare.

Laramie Republican: Last June a young boy belonging to Lee Pennington mysteriously disappeared. He was found last night, but was so badly injured that he died. The boy was found in a ditch, and it is believed that he was killed by a train.

A banker convicted of robbery. Milwaukee, Wis., Jan. 15.—An Evening Wisconsin special from Oshkosh, Wis., says Leonard Perrin, a wealthy New London, Wis., banker, was today convicted of complicity in the Hurley bank robbery.

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