

MAKE A COLONY IN CHICAGO.

Former Omaha Railroad Man Who Went to the Lake Side City.

LARGE NUMBER WITH THE BURLINGTON.

Who They Are and the Part They Take in the Affairs of the Great System—Reminiscences of Old Times.

Chicago, June 3.—(Special Correspondence of THE BEE.)—Men may come and men may go but the brook goes on forever. It is no less true of the railroads and their magnates. The mogul dies, another takes his place. Promotion extends to the vacant chair. From either source fills the vacant chair. The history of the railroad office is a history of moving on—either toward promotion or retirement or both. What a succession of faces and forms have moved on through the railroad offices of Omaha! Where all of them have gone no one may tell. They have gone, doubtless, to many parts of the world. Some have fallen, some speak at their desks, while others, weary and despairing of the appointment which would never come abandoned the railroad for avocations in which personal efforts reaped their own rewards.

The history of Chicago men who were once identified with the railroads in the Gate city is still well in mind because many of those who took part in it are still quarters here. General Sam Jones still wears the same smile which made him popular during his thirteen years' connection with the Union Pacific at Omaha. After resigning his position as assistant general passenger agent, he returned to Chicago three years ago, upon the advent of President Adams, he came to Chicago and has been here ever since. He is now general passenger agent of the Chicago & North-western road at 306 and 308 Clark street. Another gentleman whose practical knowledge of railroad affairs was dispensed with when the regime of Harvard cut was inaugurated at Union Pacific headquarters in J. W. Morse, who at that time was general passenger and ticket agent of that road. He is now commercial agent of the Missouri Pacific and the Texas & Pacific roads and has an office at 109 Clark street. After seven years' service with the "Q.," Mr. Morse in 1877 came to Chicago as the general agent of the Union Pacific and retained this position until 1881, when he was transferred to the passenger department of that road.

W. F. Griffiths, Jr., who was at one time assistant general freight agent of the Union Pacific at Omaha was subsequently connected with the passenger department of the Burlington at Omaha came to the passenger department of that road in Chicago with S. Eustis and subsequently went to the headquarters of the road in St. Joseph, where he now has a position under General Passenger Agent A. C. Dawes.

Naturally the largest integration of railroad officials and employees has been from the headquarters of the B. & M. at Omaha to the headquarters of the "Q" in Chicago. P. S. Eustis, then general passenger and ticket agent of the B. & M., was transferred to Chicago in the same capacity in September, 1888, and still occupies this position.

Paul Morton, his predecessor, is a son of Hon. J. Sterling Morton and began his railroad career in Omaha. Afterward he moved to Chicago and became general passenger and ticket agent of that road. He was conspicuous during the great strike of the locomotive engineers, during which he issued a daily paper from his office containing the comments of the press on the situation as he viewed it. Mr. Morton is now general manager of the Colorado coal and coke company, with headquarters in that city. Up to the present time there has been in his office a young man well known in Omaha railroad circles—Mr. C. E. Phelps. Mr. Phelps, formerly with the Burlington here in the office of the late Tom Potter. He went to Omaha when the management of the Union Pacific was given to Mr. Potter, as his chief clerk and afterward became assistant purchasing agent of the road. He remained with the Union Pacific until the death of Mr. Potter and then came to Chicago. He has just returned from a six months' sojourn in Europe with President Osagood, who went there on the business of the Union Pacific.

General Freight Agent Thomas Miller, whose strained relations with the inter-state commerce commission have recently been the occasion of so much comment in railroad circles, resigned his position as head of the freight department to come to Chicago some time over a year ago. The fact that the chief of his office has resigned is a reflection on the commission, however, has not visibly disturbed him and he still enjoys a good appetite and smokes regularly.

George Morton, who was Mr. Miller's private secretary in Omaha, still occupies that position.

Assistant General Freight Agent M. B. Hamblin was general freight agent of the Burlington eight years ago at Council Bluffs. From there he went to the St. Paul as the general freight agent of that road under Paul Morton, retaining that position when Mr. Morton was succeeded by Mr. Eustis.

George Hargrave, formerly purchasing agent of the B. & M. with headquarters at Lincoln, still serves the Burlington in the same capacity with headquarters in this city.

Vice President George W. Harris was assistant general manager under M. B. Hamblin in Omaha ten years ago and afterwards went to the Burlington as general manager of that road. From there he went to the St. Paul as general manager of that road and about a year and a half ago came to Chicago to take his present position.

General Passenger Agent W. J. C. Kenyon of the Burlington and the Union Pacific, who was here a few days ago in conference with General Passenger Agents Francis of Omaha and Eustis of Chicago, filled the position of chief clerk in the passenger department of the Burlington at Omaha some fifteen years ago. For a time afterward he went out of railroad and engaged in the business of a non-business, but subsequently accepted the position of eastern agent of the Santa Fe with headquarters at Baltimore. Two years later he was transferred to the passenger department of the Burlington & Northern.

V. C. Sanborn, who was assistant chief clerk under Mr. Kenyon at Omaha, still occupies the same position in Chicago.

W. F. Griffiths, Sr., who is well known to Omaha business men, long held the position of general freight agent of the Burlington and manager of the freight bureau of the Omaha board of trade, is still with the Burlington here.

J. M. Barr, who was formerly a division superintendent on the B. & M. and division superintendent of the Burlington & Northern of the Union Pacific, came here from Omaha and is now superintendent of the Chicago division of the Chicago, Milwaukee & St. Paul.

THE ARMY.

Items of Interest Gathered in Several of Departmental Posts.

Companies C, Captain Waring; D, Captain Miller; E, Captain W. A. Jones; F, Captain Clark, of the Second Infantry are at the rifle range at Bellevue engaging in target practice.

They succeeded a company, Captain H. B. Searson; B, Captain C. A. Dempsey; E, Captain L. S. Ames; and G, Captain Charles Keller, whose month of practice expired June 1. It has been the experience of the regiment that the last battalion to visit the range during the practice season makes a showing more than does that which goes down earlier.

During the first month of the season the weather is cool and strong winds prevail, while in the latter part of the season the weather is hot and there is almost an utter absence of winds.

There are two Winnebagoes visiting the post. They are James Bird and James Noble. They called on Lieutenant Mallory, adjutant of the Second, and informed him that they had heard the government intended to enlist Indians for the usual term of five years. They had, of course, read of the late trouble with the Sioux and they were desirous of enlisting in the army to see the Indians and look upon the prospect of enlistment as a means to enable them to meet their hereditary foe.

They were accompanied by Lieutenant Mallory in 1889 and 1888 when he was ordered with a detachment to assist in the capture of the Indians. It has not yet been decided whether or not the offer of the Winnebagoes will be accepted. The Indians who shall be accepted will compose a company of that regiment in the department, one of the two companies raised at Fort Snelling, Minn. The Indians in question say they know of at least fifty of their brothers who would be willing to serve Uncle Sam. Lieutenant Kinzie of the Second is now in the city and is in the outfitment of the Sioux, and at last accounts his efforts promised to be successful.

There are four Winnebagoes in the outfitment of the Second which must be filled from the first class which graduates from West Point or from private life. It is not likely that the government will be able to satisfy all the demands which shall be made upon it from all the departments of the army, and as a consequence, at least sixty soldiers must be selected from civil life. To supply this number there are at least one thousand applicants. The officers of the vacancies in the Second are as follows:

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DEPARTMENTAL POSTS.

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"There are worthless books, however," he continued, "that should be avoided. They are not worthy of a place in any man's library, and although they pretend to be questions of law, they are of no use to a lawyer. I would not advise the laying aside of a good standard law book, even if it is old, for the second is now being offered at a low price. A lawyer should get the best books and then read and reread them until they are as familiar to him as the alphabet. There are four books of practice that your books on English law and the English reports have been of much service to you."

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TO MARKET, TO MARKET, AND WHAT SHALL WE BUY? SOME BEANS AND SOME BARLEY, SOME RICE AND SOME RYE. BUT NEVER MIND THOSE IF YOU'LL ONLY BE SURE TO PROCURE SANTA CLAUS SOAP. N.K. FAIRBANK & CO., CHICAGO, MAKE IT! ALL GROCERS KEEP IT! EVERY HOUSEWIFE WANTS IT.

PAINLESS! PAINLESS! The extraction of teeth rendered Painless by using the wonderful discovery, a drug which, when locally applied, deadens all sensation to pain. No danger; no injurious effect after using. Where to have this done? DR. BAILEY, the Dentist, Paxton Bk., Omaha. A beautiful set of Artificial Teeth, on the best rubber, for \$5. A perfect fit guaranteed every time. Crown and Bridge Work at the lowest rates. THE MOST COMPLETELY EQUIPPED OFFICE IN THE WEST. Office, Third Floor, Paxton Block. TELEPHONE, 1088. ENTRANCE, 16TH ST.

THE Palace Office Building OF OMAHA.

ABSOLUTELY FIRE PROOF. INCANDESCENT ELECTRIC LIGHTS. PERFECT VENTILATION. NOT A DARK OFFICE IN THE BUILDING. 68 VAULTS. THE BEE BUILDING. DIRECTORY OF OCCUPANTS:

Table listing occupants of the Bee Building. Includes: GROUND FLOOR: E.E. NAUGLE COMPANY, Telegraph Poles, Cross Ties, Lumber, etc. FIRST FLOOR: JOHN GRANT, Contractor for Street and Sidewalk Pavements, etc. SECOND FLOOR: THE OMAHA BEE COUNTING ROOM, Advertising and Subscription Departments, etc. THIRD FLOOR: DR. A. MATTHEWS, Dentist, JOHN GRANT, Contractor for Street and Sidewalk Pavements, etc. FOURTH FLOOR: NORTH WESTERN MUTUAL LIFE INSURANCE COMPANY, CONNECTICUT MUTUAL LIFE INSURANCE COMPANY, etc. FIFTH FLOOR: HEADQUARTERS, U. S. ARMY, DEPARTMENT OF THE PLATE, 305th Regt., etc. SIXTH FLOOR: HARTMAN & COLLINS, Cast Iron Gas and Water Pipes, etc. SEVENTH FLOOR: THE OMAHA PRESS CLUB, SOCIETY OF STATIONARY ENGINEERS, etc.

A few more elegant office rooms may be had by applying to R. W. Baker, Superintendent, office on counting room floor. PENNYROYAL PILLS. THE ORIGINAL GENUINE. The only safe, sure, and reliable pill for all ailments connected with the bowels. Sold by all druggists.