

SCENES OF GREAT ACTIVITY.

Some of the Improvements Under Way in Antelope Valley.

RAILROAD WORK UNDER WAY AT LINCOLN.

What the Various Roads Entering the City Are Doing—How Their Work Will Affect the City's Future—State University Notes.

Lincoln, Neb., Oct. 2.—[Special to THE BEE.]—The Antelope valley, which traverses the city of Lincoln from north to south and divides the city into two almost equal parts, will, beyond the question of a doubt, be the center of the greatest activity within the coming few months. At the present time it is occupied by hundreds of men and teams in the construction of the new Rock Island route through this city, and if the developments of the coming few months are as fruitful as their promise, a brilliant, the Rock Island will not alone occupy the valley. Other roads are already seeking an entrance to the city through this natural gateway to the southwest. They are the Chicago, Milwaukee & St. Paul and the Santa Fe. The Fremont, Elkhorn & Missouri Valley has already determined upon the occupation of the valley, and its passenger trains will deliver their loads of human freight at an East O street depot before next June. A prominent civil engineer, whose name, if printed here, would be a warrant guarantee to his competency as an informant, the foreman took THE BEE representative over the whole ground to be covered by the railroad operations in the Antelope valley within the coming half year, and pointed out to him the exact location of new improvements that have either already been determined upon or are under consideration.

Active Operations in View.

As the reader is aware work is already in progress on the Rock Island, and the prospective work on the other systems will be of greater interest at the present time. The first work likely to be done in the valley will be commenced by the Fremont, Elkhorn & Missouri Valley. The management of that company has decided to close a contract with the Rock Island for the joint occupation of the latter's new passenger depot at the corner of Twentieth and O streets. In order to reach this depot a new line will be built from the present line, the new branch leaving the present main line at or near the new viaduct over Holdrege street. The state fair grounds are running almost the whole length of the new line, and in order to reach this point the road will pass through Kimmel & Van Dusen's subdivision, Yates & Thompson's tract, through blocks 2, 3, 4, 5, 6 and 7 of the Lincoln district's first subdivision, through blocks 14 and 15 in Kinney's O street addition to the northeast corner of the new North-western freight depot will be built, or, if a three-story brick building is built, the next to the corner will be utilized. The new Northwestern freight depot will be just one block from the new Rock Island passenger depot on O street.

Plans of the Santa Fe People.

In this connection there has been a revival of the project of bringing the Santa Fe system into the city. At this time the project has been taken up by the Santa Fe people, who, it is believed, are making every effort to reach this depot a new line will be built from the present line, the new branch leaving the present main line at or near the new viaduct over Holdrege street. The state fair grounds are running almost the whole length of the new line, and in order to reach this point the road will pass through Kimmel & Van Dusen's subdivision, Yates & Thompson's tract, through blocks 2, 3, 4, 5, 6 and 7 of the Lincoln district's first subdivision, through blocks 14 and 15 in Kinney's O street addition to the northeast corner of the new North-western freight depot will be built, or, if a three-story brick building is built, the next to the corner will be utilized. The new Northwestern freight depot will be just one block from the new Rock Island passenger depot on O street.

For the Milwaukee's Benefit.

In order to illustrate the contemplated movements of the Milwaukee people THE BEE's informant hastily sketched a rough map of the city. At this time the project has been taken up by the Santa Fe people, who, it is believed, are making every effort to reach this depot a new line will be built from the present line, the new branch leaving the present main line at or near the new viaduct over Holdrege street. The state fair grounds are running almost the whole length of the new line, and in order to reach this point the road will pass through Kimmel & Van Dusen's subdivision, Yates & Thompson's tract, through blocks 2, 3, 4, 5, 6 and 7 of the Lincoln district's first subdivision, through blocks 14 and 15 in Kinney's O street addition to the northeast corner of the new North-western freight depot will be built, or, if a three-story brick building is built, the next to the corner will be utilized. The new Northwestern freight depot will be just one block from the new Rock Island passenger depot on O street.

How This Affects Lincoln.

The occupation of the Antelope valley by four great railway systems is certain to make a marked impression upon the future of the city. The Santa Fe, the Milwaukee, the Chicago, Milwaukee & St. Paul and the Fremont, Elkhorn & Missouri Valley road already in operation between Fremont and Lincoln, and the new line from the Missouri Pacific line to the Louisville bridge and the new track from that bridge to Lincoln will be of great benefit to the city. The Missouri Pacific line to the Louisville bridge and the new track from that bridge to Lincoln will be of great benefit to the city. The Missouri Pacific line to the Louisville bridge and the new track from that bridge to Lincoln will be of great benefit to the city.

Progress of the Rock Island.

The trip taken by THE BEE representative to the Antelope valley gave him an excellent opportunity of observing the progress already made by the men who have the contract for constructing the new Rock Island road through the city. The Antelope valley has been graded and everything is in readiness for the men who will erect the structure. The only deep cut in the upper part of the valley has been completed and it is already occupied by the steel rails. The rails have been laid to a point within a block of Vine street, a small bridge on the line between Holdrege and V street remaining to be completed. The road is also graded from Vine street across K, O, P, to the Al street ball park. The work is very light until the line reaches the southern part of the city, where some extensive cutting and filling will have to be done. The main camp of the

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Lincoln Republicans Have No Reason to Support Him Through Local Pits, and Omaha's Big Plurality Will Not Help Him Out.

Lincoln, Neb., Oct. 2.—[Special to THE BEE.]—As the campaign in the First congressional district progresses young Mr. Bryan realizes that he is not making a triumphal progress toward certain victory in November. Two years ago he received a plurality of 4,713 votes over his republican opponent, but that of merely 5,305 came from Douglas county, and Douglas county is not in Mr. Bryan's district this year. His district is now composed of the counties of Lancaster, Otoe, Pawnee, Cass, Richardson and Nemaha. Of these counties he carried Otoe, Nemaha, Cass and Richardson two years ago and Lancaster, Johnson and Pawnee. The seven counties composing the present First district gave Mr. Bryan 519 plurality two years ago. In order to be elected this fall he must hold every vote cast for him two years ago.

Can Mr. Bryan hold his 519 votes?

Two years ago the republican candidate was W. J. Connelley of Omaha, while the democratic nominee was W. J. Bryan of Lincoln. This fact alone lost the republican nominee nearly 1,000 votes in Lancaster county. For the first time in the decade a Lincoln man had been nominated for congress. For more than ten years Lincoln and Lancaster counties have been in the hands of the republican party. The strength of Omaha and Douglas county in the convulsion of both political parties has prevented Lincoln from obtaining recognition on the congressional ticket. To say that the voters of the Capital city were highly dissatisfied with the republican nominee is to underestimate their enthusiasm and underestimate their pride in their city and its bright and brilliant future. Two years ago, however, the republican nominee was very materially aided. A Lincoln man had been nominated for congress and a democratic candidate had been nominated. The democratic party was prepared to throw aside their party allegiance for the sake of the republican nominee. The republican nominee was W. J. Bryan of Lincoln. This fact alone lost the republican nominee nearly 1,000 votes in Lancaster county. For the first time in the decade a Lincoln man had been nominated for congress. For more than ten years Lincoln and Lancaster counties have been in the hands of the republican party. The strength of Omaha and Douglas county in the convulsion of both political parties has prevented Lincoln from obtaining recognition on the congressional ticket.

Beaver Creek Valley's Annual Fair.

Chadron, Neb., Oct. 2.—[Special to THE BEE.]—The fourth annual fair of the Beaver Creek valley was held at the fair grounds at Chadron Saturday. This is one of the most prosperous communities of this section and it has been the custom for the past few years to hold a fair here which attracts the farmers of the community bring their best products and stock. They in this way get together a present display which never fails to attract a large number of people. The fair was opened at 10 o'clock and the first business was the sale of the fair grounds. The fair was opened at 10 o'clock and the first business was the sale of the fair grounds. The fair was opened at 10 o'clock and the first business was the sale of the fair grounds.

NEWS FROM MEXICO.

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Two Steamers Come Together in Hamburg Harbor with Awful Results.

HAMBURG, Oct. 2.—The steamers Busy Day and Daetz were in collision today, and the latter vessel was so badly damaged that she went to the bottom. The steamers came together with great force, and a large number of passengers were killed. The Daetz was nearly torn asunder by the sharp and ponderous bow of the Busy Day, and her captain, mate and pilot were killed. The wreckage of the Daetz was scattered all about the harbor, and it was seen at once that the vessel had been so damaged that it was only a question of a short time when she would go down. A bill imposing a taxation on tobacco will be introduced in congress tomorrow, and it is reported that the minister of war is negotiating with Nicaragua.

They Do Not Fear War.

BEER, Oct. 2.—The elegantly furnished hall of the Germania club has been the scene of a meeting of the members of the club. The meeting was held in the evening and was attended by a large number of the members of the club. The meeting was held in the evening and was attended by a large number of the members of the club.

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Visiting Royalty.

LONDON, Oct. 2.—Prince Henry of Prussia, brother of Emperor William, accompanied by his wife, Princess Irene, arrived in the city today from Germany.

New York Women at the World's Fair.

NEW YORK, Oct. 2.—The New York state board of women managers has arranged for an exhibit of the kitchen garden system at the World's Fair. The exhibit will be made in the children's building, where not only all the furnishings and paraphernalia of a kitchen garden will be shown, but where the children themselves will go through the exercises and thus make a practical exhibit. It is probable that once a week there will be an exhibition of 300 children on the floor at the exhibit.

The Fire Record.

PHILADELPHIA, Pa., Oct. 2.—The establishment of H. D. Dougherty & Co., located at 33 and 351 North Second street, was damaged by fire today to the extent of \$50,000. The insurance amounts to about one-half the loss.

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WASHINGTON, D. C., Oct. 2.—The life saving service of the Treasury department will be represented at the World's Fair exposition at Chicago by a life saving station and apparatus that will show completely and to perfection the humane feature of the work of the federal government. The most essential feature of the exhibit—the station itself—is rapidly nearing completion on the lake front within the space of a few days. The station will be a first-class life saving station, and will be equipped with all the apparatus and paraphernalia pertaining to a first-class life saving station.

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WASHINGTON, D. C., Oct. 2.—The life saving service of the Treasury department will be represented at the World's Fair exposition at Chicago by a life saving station and apparatus that will show completely and to perfection the humane feature of the work of the federal government. The most essential feature of the exhibit—the station itself—is rapidly nearing completion on the lake front within the space of a few days. The station will be a first-class life saving station, and will be equipped with all the apparatus and paraphernalia pertaining to a first-class life saving station.

WASHINGTON, D. C., Oct. 2.—The members of the president's household are much gratified at what they regard as an improvement in the city's sanitary condition. Today there has been no complaint of cholera, and the health of the city is much improved. The members of the president's household are much gratified at what they regard as an improvement in the city's sanitary condition.

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