THE OMAHA DAILY DEE WEEKEN ...

OFFICERS OF THE TRAVELERS' PROTECTIVE ASSOCIATION.



LOUIS LA BEAUME.



W. M. CASSETTY, First Vice President



JOSEPH WALLERSTEIN.





SEASON'S FIRST CONVENTION

Annual Meeting of Travelers' Protective Association of America.

VIEW COMING GLORIES OF EXPOSITION

Visitors Are Combining Their Business with Pleasure-Some Things Accomplished by the Organization.



resent but a fraction of the numerical strength of the visiting delegation. History of the Order.

Over 200 accredited delegates, each repre-

senting 100 commercial travelers, consti-

tute the working convention, but really rep-

The Travelers' Protective Association of America is the outgrowth of an association of very similar title which was organized in 1882 and languished until 1890. Its lusty successor was born June 3, 1890, at Denver, and by June 1, 1891, had attained a member-

ship of 1,139. The growth of the order is evidenced by the following figures:

June 1,	1891									.16	. 1.	139
June I.	1892										. 1,	980
June 1.	1893	10000									. 3,	945
June 1.	1894											052
June 1,	1896			10				0.0			11.	090
June 1,	1897										11.	503
Indem												
During	1891									\$	579	25
During	1892										4.051	
During	1893										11,998	77
During	1894										25,372	
During	1895									950100	57,325	73
During	1896										57,762	2 2
During	1897	8.81									62,720	8
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Protective association has been "to unite fraternally all commercial travelers of good standing; to give all moral and material aid in its power to its members and to assist the widows and orphans of deceased mem bers; to secure from all transportation companies and hotels just and equatable favors for commercial travelers as a class, and the establishment of benefit and indemnity funds and certain insurance features." Specifically their efforts have resulted in, among many abolition of the once well-nigh universal nuisance and imposition, the "drummers tax," greatly reduced hotel rates. The pay ment of over \$225,000 to injured members of the order and their families, and last, but by no means least, the 'elevation and

dignifying of their calling. Elevates the Standard.

Upon this last is laid the greatest stress. It is urged that the time is past when in the minds of a great proportion of the people the word "drummer" is synonymous with a a loud-talking forward, usually bibulous gent, albeit shrewd and sharp and energetic who, when not imposing on the country mer chant is airing his charms for the benefit of the country damsel. This impression may have had a color, but a color only, in fact. But the march of events and business has been so rapid, the influence of the better class of traveling men has been so insistent and predominating that the genius described has gone the way of the stage-coach and horse car, and to the credit of the body now assembled be it said that they more than any other single influence have effected this most beneficial change.

In his stead has come the alert, selfpolsed man usually chosen by virtue of special abilities from among dozens, who is more nearly representative of the best commercial spirit that thrills the civilization of the expiring century than any other factor. He is a hustler, for he has to be but he is not pert; he has his quips and quirks and the world would miss them if he had not; but business and sobriety, brains and courtesy are his primal requisities.

The Grand Proclamation.

The knights of the grip have come seeking a good time and they are sure to find Their intent thereupon is evidenced in the following call, sent as a summons to the faithful to come and see the beauties of the great exposition:

Be it known that "Seven Cities Cibula" is drummer talk for Omaha:

Seven Cities of Cibula, Kingdom of Quivera, of the Fifth Moon, the Eleventh Day. Know all knights of the court of the royal Ak-Sar-Ben, fourth of that name, renowned in the annals of the world as the most illustrious, benevolent and pleasure-giving, that his majesty has commanded

you to be and appear at the den of the king in his favorite city, clothed in the full panoply of knighthood, to receive and do honor to the visitors who will approach his kingdom on the day known to the common world as May 31, 1898.

Know ye also, that as such visitors are knights of noble orders, whose require-ments are that they turn about the earth to the everlasting detriment of the pocket-books of the communities in which they temporarily remain, and likewise to the detriment of the supply of nectar; that they never seek rest; that they never know fear; that idleness is a feverish scourge which they abhor; that their trials inure them to hardships; that their pleasure is in partaking in tournaments and pilgrimages in which danger lurks at every turn; re-membering all these things, ye are com-manded forthwith to prepare especial tor-ments which will delight the pain-loving, fearless desires and tireless energies of this class of knights, believing as we do that the greatest pleasure—which it is the desire of his majesty to confer upon his visitors— which can be conferred, is to offer to them advantages for experiencing conflicts, endur-ling hardships and engaging in countless tournaments of skill and bravery.

Prepare ye, therefore, all ancient and modern appliances for the indulgence of the desires of our visitors, and receive them aside from those arrangements which are herein commanded, with all due hospitality and preferment.

National Officers.

The national officers of the association for 1897-98 are as follows: Joseph Wallerstein, president, Richmond, Va.; Louis T. LaBeaume, secretary and treasurer, St. Louis, Mo .: W. M. Cassetty, first vice president, Nashville, Tenn.; E. E. Hart, second vice president, Denver, Colo.; James M. Glaspell, third vice president. Davenport, Ia.: Fred M. Hotchkiss, fourth vice president, Meriden, Conn.; August Elmer, fifth vice president, New Orleans, La. National directors; Ernst Robyn, St. Louis, Mo.; C. H. Wickard, St. Louis, Mo.: W. A. Kirchhoff, St. Louis, Mo.; Carl M. Aldrich, Cedar Rapids, Ia.; C. R. Duffin, Terre Haute, Ind.; Sam P. Jones, Louisville, Ky.; M. W. Phalen, chairman national railroad committee, Chicago, Ill.; Benjamin F. Hoffman, chairman national hotel committee. Lafayette, Ind.; John S. Harwood, chairman national legislative committee, Richmond, Va.; George W. Smith, chairman national employment committee, St. Louis, Mo.; J. M. Benish, chairman national press committee, Galveston, Tex.; Rev. Homer T. Wilson, national chaplain, Fort Worth, Tex.; Henry T. Kent, national attorney, St. Louis, Mo.; J. William Williamson, M. D., national surgeon, St. Louis, Mo.

Business of the Convention.

A detailed account of the proceedings of the convention will be found in another column. The program for today includes a visit to the exposition this morning and in Burt. the afternoon the regular business session will be held. The reception to all members of the Travelers' Protective Associaother beneficial results, the granting of wholsesale transportation rates to commercial travelers, the almost universal mercial travelers, the almost universal history of the organization.

The human bees of a thousand hives amount of freight and passenger traffic in The human bees of a thousand hives and out of the city. From Chicago, Burlington & Are gathering sweets from common things, in social order industry thrives, And honey is borne on busy wings.

A word of appreciation of the efforts of Mr. M. Wulpi, is due. They constituted the entire delegation at the last annual convention and ably, aided by the prospect of tions from various cities offering liberal inducement for the meeting place. The result will be felt when hundreds of representative business men carry the news of the exposition's greatness to thousands of cities and hamlets. Another benefit accruing is the formation of Post A, Nebraska division, Travelers' Protective association, with a nembership of twenty-five.

The local committees are as follows: Arrangement Committee-R. F. Hodgin, chairman; Dudley Smith, M. Wulpi, O. C.

Hotel Committee-O. C. Holmes, chairman

M. W. Rayley, J. L. Houston. Reception Committee-Clearance Close, chairman. Nebraska division: A. H. Buckstaff, Robert Binford, C. O. Leake. Post A. Omaha-E. S. Streeter, E. B. Branch, E. E. Drew, E. E. Elliott, M. Meyer. Transmississippi Traveling Men's Club-W. A Stone, W. Helphrey, W. H. Butts. Ladies Reception Committee-Members Post A., their wives and daughters.



General Manager of the Exposition

THE NEBRASKA STATE BUILDING

Exposi ion is Easily Accessible from All Directions.

Contributions of the Railway Systems Centering Here to the Great Show Most Liberal in

of the country. Another group of lines from the south, including one of recent construction which connects Omaha directly with the Gulf of Mexico, and a fourth group that affords ready transportation between Omaha and the north, complete the list of railroads entering the city.

The railroads have all been most liberal in their contributions to the exposition funds, and they have exerted themselves successfully to give the Omaha fair the lowest and most liberal excursion rates ever accorded a similar undertaking.

Omaha is the place of principal busines for the Union Pacific, whose main line extends across the plains of Nebraska, enters Colorado, runs through the southern part of Wyoming, and has its western terminus at Ogden, Utah, 1,034 miles from the Missouri river. Another branch of the same system runs through the central part of Kansas, connecting Kansas City, Mo., and Denver, Colo. The branches of the Union Pacific in Nebraska are many, and are valuable to the agricultural and stock interests. Through trains are run from Omaha to San Francisco and to Portland, direct connections being made with other lines at Ogden. The largest car and machine shops of the Union Pacific are located at Omaha and give employment to 1,000 men. The road has just been taken out of receivers' hands and reorganized on a firm basis under President

The Burlington Route is the common designation for a system, a number of whose lines enter Omaha and carry an enormous

The days are past of the coyote's bark And tramp of bison's thundering throng. The children list to the meadow lark, The robin's chirp, the oriole's song. Quincy; from Montana, Wyoming, Colorado and the west there is the Burlington & two local members of the Travelers' Pro- Missouri River; from St. Louis and Kansas ective association, Mr. R. F. Hodgin and City and the south, the Kansas City, St. Joseph & Council Bluffs. The headquarters of all of the Burlington lines west of the Missouri river are located in visiting the exposition, routed delegathlis city. All its trains enter and leave the elegant new passenger station just erected by that road at Tenth and Mason

Great Converging Systems.

The Chicago, Rock Island & Pacific railway is an important east and west line running through Omaha. It extends from Chicago through the central portion of Iowa, comes into Omaha over the Union Pacific's big bridge across the Missouri river, extends through the southeastern corner of Nebraska, through Kansas, with one line to Colorado and another to Texas.

of valuable lines entering Omaha. They are: The Chicago & Northwestern, from Chicago and Iowa; the Chicago, St. Paul, Minneapolis & Omaha, from St. Paul and the north; the Fremont, Elkhorn & Missouri Valley, from the Black Hills country of South Dakota and Wyoming and the northern part of Nebraska, and the Sloux City & Pacific, from Sloux City, Ia., and the north. Of these lines all except the main line of the Chicago & Northwestern enter the passenger station at Fifteenth and Webster streets. The Northwestern's trains from the east enter and leave the Union station at Tenth and Mason streets. The headquarters of the Fremont, Elkhorn & Missouri Valley and the Sioux City & Pacific roads are located in Omaha.

The Chicago, Milwaukee & St. Paul railway enters Omaha from the east, and is one of the four important lines between this city and Chicago. With the main line across Iowa are connected the northern lines in South Dakota and Minnesota, and the south ern line, which runs through Iowa and Mis souri to Kansas City.

The Kansas City, Pittsburg & Gulf rail-road, surnamed "The Port Arthur Route,"

Every Respect.

The railroad facilities for bringing exposition visitors to Omaha could not be imcalled "the granger roads," and is the connecting point of those lines with the great "Overland Route," the pioneer transcontinental system traversing the western half

The Northwestern system has a number

affords direct communication over its own rails from Omaha to the Gulf of Mexico While it is the most recent of the lines into

Omaha, it has absorbed the Omaha & St. Louis road, formerly a part of the Wabash, and extends southward in a comparatively straight line through Iowa, Missouri, Kansas, Arkansas, Indian territory, Louisiana and Texas, to its own port, Port Arthur, on the Gulf of Mexico.

The Missouri Pacific system of 5,414 miles also has its northern terminus in this city. SPECIAL RATES MADE BY ALL THE LINES It has a main line and several branches in the southeastern part of Nebraska, and is a through line from Omaha to Kansas City, St. Louis and the south. It is the only railroad whose tracks run directly to the exposition grounds.

The transportation facilities for reaching the exposition grounds from the center of Omaha are equal to those for getting to the city itself. The Belt Line of the Missouri Pacific runs around the west side of the proved on by any other western city. The city, from South Omaha, directly into the railroads converging in Omaha constitute exposition grounds. It makes several suone of the most valuable institutions of the burban stops. Of electric car lines there are city, and contribute greatly to its social and a number. The large bridge cars of the commercial importance. Situated nearly Omaha and Council Bluffs Bridge and Railmidway between the two oceans it is natural way company afford good service between that it should be such a marked railway Council Bluffs and this city, connecting with center. As the Gate City of the West it the cars of the Omaha Street Railway comis the western terminus for a number of pany for the exposition grounds. The latter those strong lines of railway popularly company has been making extensive preparations for the last six months for handling a big crowd of people from all parts of the city to the exposition grounds. From the downtown district there will be quick service to the grounds over the North Sixteenth and Twenty-fourth street line, the Dodge and North Twentieth street line, and the Sherman avenue line. Arrangements have been made for running the cars around a loop nea: the exposition grounds and in the downtown part of the city in order that the cars in use for exposition travel will be able to shorten their trips and render the most effective service in getting the crowds out to the big show.

THE TRANSMISSISSIPPI EXPOSITION.

'Tis in the heart of the land of hope, Where God divided the purple hills, And down the valley's broadening slope A river rolls wide from snow-fed rits.

And what have the people planted there, Beyond the Mississippian flood? What things can thrive in the inland air? What heights can be reached of human good?

Let all the world, with curious eyes, Behold the products of hand and mind, See home and church and school house arise, The shop, the store, the factory find.

The rugged stores of the mountains yield The precious ores of their rocky veins, The prairie's breast of pasture and field Is warm with the life of fertile plains.

The iron horse moves free on the plain, Outspeeding the wind with shout and roar, The echoes wake to the rushing train Where the mountain glens their torrents

The land once wild as the ocean drear, And sailed by the "prairie schooner" bold. Fuifills the dream of the pioneer, In fruitful fields and treasure of gold.

"Tis there the continent's center teems With fruits of freedom and peace and law, Embosomed there the White City gleams, The pride and the joy of Omaha.

Omaha, June 1, 1898.—B. F. COCHRAN.

THE FORT STANDS NORTH OF THE ADMINISTRATION ARCH.

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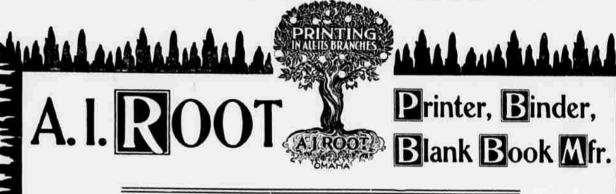


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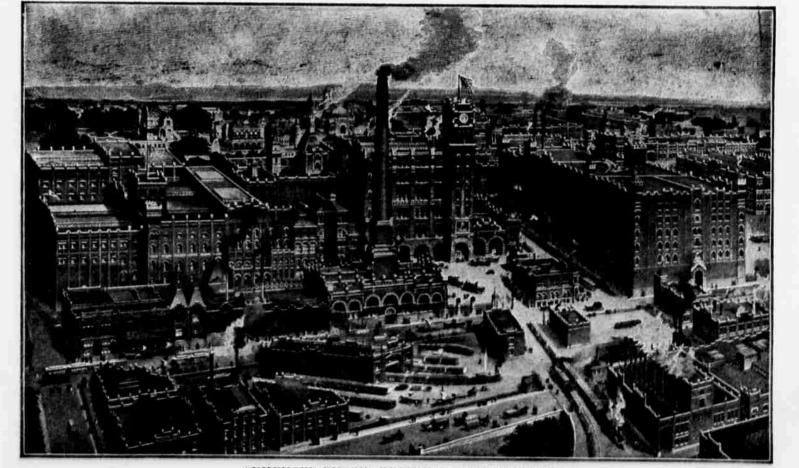
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