

OFFICERS OF THE TRAVELERS' PROTECTIVE ASSOCIATION.



LOUIS LA BEAUME, Secretary.



W. M. CASSETTY, First Vice President.



JOSEPH WALLERSTEIN, President.



E. E. HART, Second Vice President.



J. M. GLASPELL, Third Vice President.

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.

THE first of the multitude of conventions to be held in this city during the exposition, that of the Travelers' Protective Association of America is now in session. First in point of time it is debatable whether in the matter of direct and indirect benefit to this city and the exposition it will not be first also in importance.

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.

History of the Order. 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 last successor was born June 3, 1890, at Denver, and by June 1, 1891, had attained a membership of 1,129.

The growth of the order is evidenced by the following figures: June 1, 1891, 1,129; June 1, 1892, 1,860; June 1, 1893, 2,945; June 1, 1894, 7,052; June 1, 1895, 11,988; June 1, 1896, 17,782; June 1, 1897, 22,729.

Indemnities paid for death and disability: During 1891, \$ 579.23; During 1892, 4,931.21; During 1893, 11,988.73; During 1894, 25,372.23; During 1895, 57,282.27; During 1896, 57,782.27; During 1897, 62,729.25.

Stated generally the aim of the Travelers' 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 members; to secure from all transportation companies and hotels just and equitable 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 other beneficial results, the granting of wholesale transportation rates to commercial travelers, the almost universal abolition of the once well-nigh universal outsize and imposition, the "drummers tax," greatly reduced hotel rates. The payment 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 loud-talking forward, usually ubiquitous, but not always energetic and enterprising, who, when not imposing on the country merchant 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 predominant that the genuine described has gone the way of the stage-coach and horse car, and to the credit of the body now assembled it is said that they more than any other single influence have effected this most beneficial change.

In his stead has come the alert, self-possessed 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 quarks and the world would miss them if he had not; but business and sobriety, brains and courtesy are his primal requisites.

The Grand Proclamation. The knights of the grip have come seeking a good time and they are sure to find it. 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 of Cibola" is drummer talk for Omaha; Seven Cities of Cibola, 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 commissioned

RAILROADS ENTERING OMAHA

Exposition is Easily Accessible from All Directions.

SPECIAL RATES MADE BY ALL THE LINES

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

The railroad facilities for bringing exposition visitors to Omaha could not be improved on by any other western city. The railroads converging in Omaha constitute one of the most valuable institutions of the west, and contribute greatly to its social and commercial importance. Situated nearly midway between the two oceans it is natural that it should be such a marked railway center. As the Gate City of the West it is the western terminus for a number of those strong lines of railway popularly called "the granary roads," and is the connecting point of these lines with the "Overland Route," the pioneer transcontinental system traversing the western half of the country.

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 business 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, 1,934 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 connection 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 1,900 men. The road has just been taken out of receivers' hands and reorganized on a firm basis under President

Burt. The Burlington Route is the common designation for a system, a number of whose lines enter Omaha and carry an enormous amount of freight and passenger traffic in and out of the city. From Chicago and the east enters the Chicago, Burlington & Quincy; from Montana, Wyoming, Colorado and the west there is the Burlington & Missouri River; from St. Louis and Kansas 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 this city. All its trains enter and leave the elegant new passenger station just erected by that road at Tenth and Mason streets.

Great Conveying 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.

The Northwestern system has a number 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 Sioux City & Pacific, from Sioux 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 southern line, which runs through Iowa and Missouri to Kansas City.

The Kansas City, Pittsburg & Gulf railroad, surnamed "The Port Arthur Route," 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. 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 city, from South Omaha, directly into the exposition grounds. It makes several suburban stops. Of electric car lines there are a number. The large bridge cars of the Omaha and Council Bluffs Bridge and Railway company afford good service between Council Bluffs and this city, connecting with the cars of the Omaha Street Railway company for the exposition grounds. The latter 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 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 rills.

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 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.

The human bees of a thousand hives Are gathering sweets from common things, In social order industry thrives, And honey is borne on busy wings.

The land once wild as the ocean deer, And called by the "prairie schooner" bold, Fulfills 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 joy of Iowa.

Omaha, June 1, 1898. —B. F. COCHRAN.

The Birth of Our Nation. Plymouth Colony, 1621. What do you know about it? All true lovers of this country should view the spot made famous by the landing of the Pilgrims and the birthplace of this mighty nation.

THE FORT STANDS NORTH OF THE ADMINISTRATION ARCH.

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E. C. SMITH, MANAGER.

Progress of the "New York Life" in 1897.

Largest new paid business of any Company in the world. Gain of insurance in force, over \$50,000,000, which nearly equals that of its two leading competitors combined. Paid death losses, \$10,000,000. Paid living policyholders, \$9,000,000. Loaned its patrons the sole security of their policies at 5 per cent. interest, \$3,400,000.

ROOM 1. 614-618 SO. 11TH ST.



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PANTS AND SHIRTS

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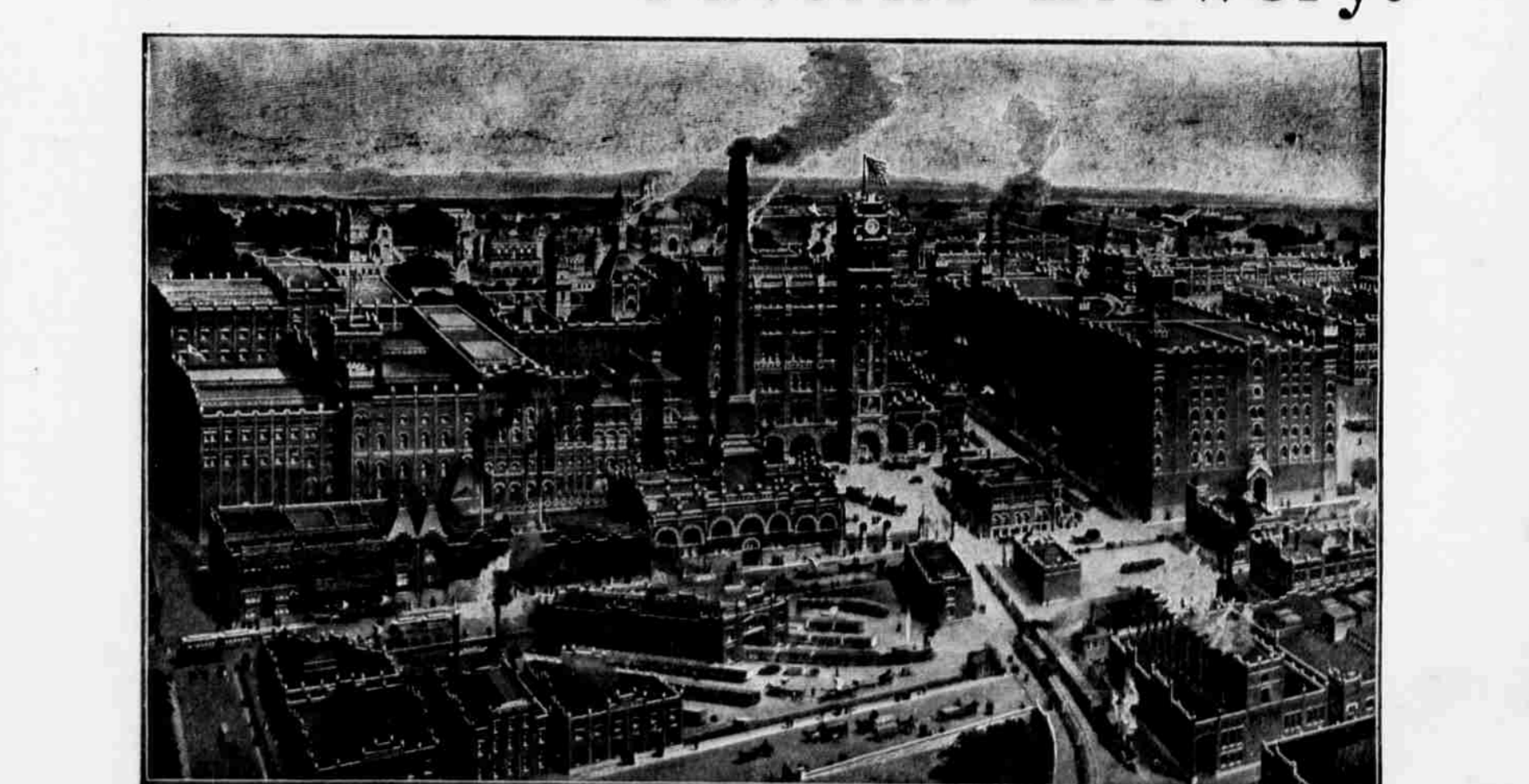
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MAJOR T. S. CLARKSON, General Manager of the Exposition.



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