

SPLITS EXPRESS BUSINESS

Jim Hill Gets a Hold on the Traffic Herebefore Beyond Him.

PACIFIC LOSES EXCLUSIVE CONTROL

New Deal on the Business Over the O. N. & N. and its Probable Effect on the Future of the Great Northern.

The greatest change in the affairs of the Pacific Express company since its reorganization here last spring became effective yesterday. It is the turning over of half of its business on the railway lines of the Oregon Railroad & Navigation company to the Great Northern Express company.

Remorse to the effect that the fine Italian hand of James J. Hill would soon be shown in affairs concerning the Oregon Railway & Navigation company have been rife for some time but this event is the first official confirmation of the current reports that has appeared.

As stated by one of the officials of the Pacific Express company the scheme for a division of the business between the two express companies is as follows: Beginning with yesterday the Great Northern Express company will handle all express business to and from points on the Oregon Railroad and Navigation lines north and east of Walla Walla, Wash.

The Pacific Express company will retain its through express service over the Oregon Railroad and Navigation lines from Walla Walla to Spokane for business in and out of Spokane. The Pacific will also retain the exclusive service between Huntington, Ore., and Portland, controlling all business that comes or goes over the Oregon Short Line.

Advantage to the Hill Lines.

The most noteworthy fact in connection with this division of the express business in the northwest is that it allows the Great Northern Express company to obtain an entrance into Portland, something it has been seeking for years. Heretofore the Pacific Express has controlled the business in and out of Portland by virtue of an exclusive contract with the Oregon Railroad and Navigation company.

Magnates Go Home. A special train carrying the party of railroad magnates who have been visiting the Milwaukee road for Chicago. In the party were John D. Rockefeller, P. D. Armour, Roswell P. Miller, president of the Milwaukee road; Frank S. Bond, first vice president; A. J. Earling, second vice president; Paul Goddard and Frederick Layton, directors.

Restore Utah Passenger Rates. CHICAGO, Sept. 20.—At a meeting of the traffic officials of the western railroads interested in the Utah passenger business, a special session was held today to arrange for the restoration of rates in that territory.

Why It Was Done.

The explanations for the halving of the express business in the northwest between the Pacific and the Great Northern advanced by local railroaders and expressmen are many and varied. Some argue that there has been strife for some time between the interests of the Union Pacific railroad and the Pacific Express company on the one hand, and the Great Northern railroad and express companies, on the other hand.

Whatever may be said about futurities in the matter this much is known: The officials of the Union Pacific road and of the Pacific Express company have worked unceasingly to prevent the concession just made to the Great Northern. The fight has been on for several months. They were unable to prevent the halving of the express traffic because Hill held higher cards than anyone in Omaha, or other representatives of the Union Pacific. This much is admitted by railroad officials who are so conversant with the situation that their word cannot be disputed.

NO TIE-UP WITH OTHER ROADS.

Receiver Cowan of Baltimore & Ohio Talks of Recent Deal.

BALTIMORE, Sept. 20.—Receiver John K. Cowan arrived in Baltimore from Chicago early this morning. In reply to questions, Mr. Cowan said: "It is true that a large interest, a very large interest, in the Baltimore & Ohio, has been purchased by Messrs. Field, Hill, Reem and Armour, as well as other influential interests. As to those concerned and the amount of their purchase, the reorganization managers can only answer. It is difficult to define a control. The class of men who have become interested in the property is of a character that would exercise a dominating influence. With them the stock of the Baltimore & Ohio is in stronger hands than ever before in its history. They are strong factors in the trade and their interests in the road will be a decided advantage to the property."

"Anything that will improve the Baltimore & Ohio railroad will be by the very nature of the case benefit Baltimore, as this city is its chief terminal. The talk of moving the general offices and Mount Clair shops from Baltimore is all moonshine. The progress of the reorganization of the property will not be affected in the slightest. Foreclosure proceedings and the legal formalities will be pushed and as soon as these are settled the organization of the new company will be completed. The new interests went into the property on the basis of the plan of reorganization. They looked carefully over the field and believing the interest in the road to be a first class investment, purchased it. The question as to the personnel of the new directory will be settled hereafter and the new interests will be largely represented."

"Their purchase of the stock does not mean a transcontinental system in connection with the Great Northern. What it does mean is the fullest development of the Baltimore & Ohio railroad. The road will not be tied to any road in the northwest, but will continue to deal with all roads and business wherever it is found. The policy of betterments will be carried out and the maximum traffic aimed at, providing the best facilities for handling the business."

The answer of the Mercantile Trust company, J. P. Morgan & Co. and other New York capitalists interested in the reorganization of the Baltimore & Ohio railway, to the petition of Johns Hopkins university, the state of Maryland and others seeking to defeat the reorganization plan, was filed this morning in the United States circuit court. It is a voluminous one and was a denial of all the relations the petition mentioned.

Mr. Howard's New Position.

Charles Howard, formerly agent of the Adams Express company in this city, has been appointed private secretary to Kenyon Sanford, general agent of the Adams Express company in New York. Mr. Sanford is well remembered in Omaha, having been general superintendent here some years ago. He was recently promoted to the general agency of the Adams company in New York from the position of general superintendent at Cincinnati. Mr. Sanford at New York succeeded Mr. McWilliam, who was elected president of the Manhattan Express company after James Eggleston had resigned that place to accept the presidency of the Pacific Express company here.

Connecting Line for Santa Fe.

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SATURDAY IT BEGINS.

The Big Sale at Boston Store.

For many days we have been telling you about it, for many days we have been advertising it, but Saturday it will be all ready. AT BOSTON STORE, OMAHA. The biggest rug sale that ever took place in the west. They are from a large Philadelphia manufacturer retiring from business. We bought his entire stock. There is nothing but rugs, but there are all kinds of rugs, there are hundreds and hundreds of rugs, rugs in all sizes, all styles, all makes, all makes, from the smallest door mat to the largest Axminster, Wilton and Moquette runner rugs. There are Smyrna rugs, Goblin rugs and Wilton rugs. There will be rugs for 25c and rugs for \$50.00, but from day to day we will tell you more about them, as we open up stock, then you will see how true it is that we bought them cheap and will sell Saturday morning the biggest rug bargains ever in Omaha.

Amusements.

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READ PAGES 4 AND 5, ANYHOW.

There's Most Important Money Saving to Be Learned From Them.

BOSTON STORE'S GREAT SALES. On pages 4 and 5 you will find full descriptions of the great sales, which commence Wednesday, September 21. On page 4 all about the \$100,000 bank-rug New York clothing stock. Men's furnishings and hats and caps. The sensational sale of shoes and rubbers. On page 5 we tell you all about the great sale of the Florida dry goods stock. The great sale of lace curtains. The carpet and rug sale. The linen sale. The opening of the fall and winter millinery and a grand showing of new fall and winter cloaks, jackets and capes.

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T. P. Cartwright & Co. 16 S. DOUGLAS STS.

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We have a large assortment of White Brooms—ranging in price from 15c to 75c

Kents English Tooth Brushes

This is another specialty of ours. We sell the 50c kind for 35c and warrant them not to "shed" bristles. We have ALL KINDS of BRUSHES—Bicycle Brushes—Bath Brushes—Brushes for cleaning Bath Tubs—Brushes for cleaning printers' type—Brushes for cleaning dogs—Brushes for cleaning bottles and glasses.

Try us for any kind of a BRUSH.

Sherman & McConnell Drug Co.

1513 Dodge St. Omaha, Neb.

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Pioneer of Reasonable Prices in Dentistry in Omaha. High grade dental work at low prices. ESTABLISHED ELEVEN YEARS. Office 2nd Floor, Faxon Block, 16th and Farnam.

Teeth filled painlessly by the latest method. Teeth extracted absolutely without the least pain, without gas. Examination and Advice Free.

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LEHIGH VALLEY RAILROAD

From Buffalo or Niagara Falls westward. The route is through a scenic beauty, rolling rivers and placid lakes. This is the route of the BLACK DIAMOND EXPRESS. All through day trains carry dining cars serving MEALS à la CARTE.

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