

OTHER ROADS MAY COME IN

Indications that There May Be Many Fast Trains Into Omaha.

CUT OF NORTHWESTERN A SURPRISE

Competing Lines Likely to Meet the Schedule and Add Flyers, Possibly Reducing the Present Time.

The announcement in The Bee that the Northwestern will reduce the time consumed by its overland line between Chicago and Omaha has set the officials of other roads to guessing. The reduction of nearly two hours in the running time of a regular passenger train is no common undertaking. If the other roads follow the lead of the Northwestern, the stretch of territory between Chicago and Omaha will be the warmest in the country for fast train service.

At the Burlington and Milwaukee offices today nothing can be learned of the intention of these roads toward meeting the innovation of their competitor, but it is believed they will also change the time of their trains to conform to the new schedule. One of the officials said he believed the present time of the trains is the most satisfactory, as one can complete the day's work in Chicago, go to the train, get on the dining car, and reach Omaha at a convenient hour the next morning, while under the new time of the Northwestern he will have to skidnap around in Chicago for his dinner before starting, and will arrive in Omaha too early for breakfast on the liner. Yet notwithstanding his theory he expected his road would put the new schedule into effect shortly.

At the Rock Island office it cannot be learned what action the road will take to maintain its position as making the best time between the two cities, but it is hinted that the record will be held up at all costs. It is suggested that there is only ten minutes difference between the Rock Island train and the one proposed by the Northwestern, and that the former can easily run in ahead of time to offset that advantage, even if the road's time is not shortened up another half hour.

There is a feeling on the part of the other roads that the Northwestern will not run the same train under the new time it is running on the present card, that it will be made up solely of Pullmans and be a limited service, but at the Northwestern office they say the train will be identical with the one operated now.

On the hypothesis that the Burlington and Milwaukee will meet the reduction inaugurated by the Northwestern, it will make seven fast trains running between Chicago and Omaha. Of course three of these will be mail trains, but they form a part of the train service between the two cities and assist in keeping the tracks warm over a stretch of 500 miles. There will be one fast passenger and two fast mails on the Burlington, one passenger and one fast mail on the Northwestern, one combination passenger and mail on the Rock Island and a passenger on the Milwaukee.

IN FROM A TOUR OF INSPECTION.

General Manager Bidwell Talks of Conditions on the Elkhorn. George F. Bidwell, general manager of the Elkhorn, who has just returned from an extended trip to Wyoming along the lines of his road and through territory which the road may reach by new lines at some time in the future, says the outlook for freight business from that country is excellent. He says there are lots of cattle there, but the number is rapidly decreasing, while the number of sheep is just as rapidly increasing. The day of the unlimited range is passing away, and the younger element of the stock raisers is turning its attention more to sheep, which can be handled to better advantage than cattle on the limited range. This, Mr. Bidwell says, will reduce the tonnage of shipment, but will ensure a good and permanent business, while there is plenty of cattle to maintain a satisfactory business for some time.

Mr. Bidwell reports the general condition of business in the section of Wyoming he visited as being first class, which of itself would bring good results to railroad traffic in that section.

Trains from Fort Crook.

The Burlington pulled the freight train from Fort Crook at 7 o'clock Tuesday evening. It required eighteen cars to accommodate the heavy baggage of the Second Infantry and the train will run through to Cheyenne on passenger time, where it will connect over to the Union Pacific. This morning the Missouri Pacific will run its passenger equipment upon the tracks at Fort Crook to be loaded by four companies of the regiment, and will leave for Omaha in the afternoon. Friday morning the Burlington and Rock Island will take their trains down to the fort for the balance of the regiment. The Missouri Pacific and Rock Island will run their trains in two sections and the Burlington will keep its in one.

Yards at Ogden.

What is particularly described as the biggest little yard in the country is that of the Union Pacific at Ogden. Although there are only about sixteen miles of track, including the Union Depot company's system, over which the Union Pacific engines ply, the business handled is said to exceed by far that of any other yard in the country, size considered. On an average there are thirty men employed, although at times there are fifty, and the number of cars handled by them each month averages between 20,000 and 25,000. The yardmaster is J. H. McCoy, who was formerly employed in the Union Pacific yards in this city.

Western Passenger Association.

CHICAGO, Jan. 25.—The representatives of several western railroads which have been in session here for nearly a week trying to organize the Western Passenger Association, adjourned today without having arrived at any definite arrangement. Certain trans-shipment roads stated that they could not become members of any passenger association.

Lovers of travel and those who enjoy fine pictures of beautiful scenery will be interested in the lectures on the wonders of the Yellowstone, illustrated in their natural colors, at the Westminster Presbyterian church, Georgia avenue, on Thursday and Friday evenings. These lectures are to be given by W. W. Wylie, who has had eighteen years' experience in this national park and is regarded as a most competent lecturer on this subject. The views are to be given and beauty are said to be the finest ever used to illustrate the spouting geysers, the boiling lakes and the towering mountains of the Yellowstone.

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Advisory Board Awards Stationery and Printing Contracts at Prices Far Below Former Bids.

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