

MANY VISIT NEW STATION

Union Pacific Passenger Depot Thronged with People Sunday.

ILLINOIS CENTRAL TRAINS DIDN'T ARRIVE

Belief that New Service Will Commence Next Sunday—Railroad Officials' Opinion on Much-Mooted Depot Question.

The new Union Pacific passenger station was thronged with visitors Sunday afternoon, attracted by the belief that the first passenger trains of the Illinois Central would arrive and depart, but by far the larger number were travelers.

Despite the fact that the Illinois Central did not begin its train service to Omaha the day was rather an important one in the history of the new station. For the first time the doors leading to the station from the Tenth street viaduct were thrown open to the public.

The failure of the Illinois Central passenger trains to arrive was not surprising to railroad men. The uptown office of the company is not ready for occupancy, and Vice President Hinchey stated some time ago that the new service would not begin until the passenger and ticket office is opened. It is stated semi-officially that the road will run its first trains into Omaha next Sunday.

"The condition of affairs warrants the unqualified statement that the Illinois Central will use the Union Pacific station," said an official. "It is hardly likely that the Union Pacific would agree to a satisfactory contract with the Illinois Central for the use of its bridge from Council Bluffs to Omaha did not such contract also include the use of its Omaha station."

If the Illinois Central should use the Burlington depot it would in all probability have to cross the river on the bridge of the terminal company. In order to enter the Burlington station from this bridge the trains would be transferred to the Burlington tracks at the site of the terminal bridge, but to secure entry into the depot it would be necessary to switch the trains by way of Gibson, which would mean a loss in time of at least an hour and a half.

There was an absurdity in an Omaha paper last week about the Illinois Central coming across the terminal bridge, switching to the Union Pacific tracks and then going in a circuitous route to Seventeenth street and backing into the union station.

"When the Illinois Central is ready to begin the operation of its Omaha-Chicago trains the only logical conclusion in view of existing conditions is that it will use the Union Pacific bridge from Council Bluffs and enter the union station without unnecessary switching, and with as great economy of time as possible."

RAILROADS IN BLACK HILLS

Unusually Large Amount of Building Looked For During the Present Year.

DEADWOOD, S. D., Jan. 14.—(Special.)—There will be an unusually large amount of railroad building in the Black Hills this coming year. The mining districts in both the northern and southern hills have been developing so rapidly in the past six months that, in some cases, it is almost absolutely necessary for railroads to be built into them.

The starting point of the T. & N. and the Oro Fino mines, in the Strawberry mining district, by the Golden Reward company, will undoubtedly mean a road from Deadwood to Galena, or at least to the mines. This will open up one of the richest mining districts in Lawrence county. The Gilt Edge mine would be producing ore if there were a railroad to give cheap transportation. The Galena Mining company has a large tract of ground near the Gilt Edge and so has the British-American Gold and Copper company. Now that the Golden Reward company has set aside an appropriation for opening up the two old mines, there will be the right "pull" to get one or both of the railway companies of Deadwood to build a spur to the camp.

It is expected that before the close of the season, there will be a road into the Squaw Creek district, either from Crown Hill, along the ridge, an extension of the Elkhorn narrow gauge, or up the gulch from Maurice station, a spur from the Burlington Spearfish route. A spur is also being contemplated by the Elkhorn up Blacktail gulch from Gayville. The Hardins are working upon their smelter proposition with reported success. This means a large smelter on Redwater, twelve miles north of Deadwood, which would be reached by a railroad from the Elkhorn main line.

The Burlington company is just finishing up the road from Hill City to Keystone and it is expected that the first train will be run over the twelve-mile line the last day of January. The same company is working all the men it can get on the road from Dumont to the water station of the Homestake company, in Spearfish canyon. The expectations are that the Dakota Pacific company will have its road completed from Rapid City to Mystic, on the Burlington line, by the first of April. A number of other spurs and branches are being talked of by both companies and some of them are sure to be built.

There is a well founded rumor in Deadwood that the Northwestern Railway company will put on a through train from this city to Denver, by way of Orin Junction. This will give a direct route, bringing the distance between the two points nearer than from Deadwood to Lincoln or Omaha. The Northwestern would get all of the Colorado traffic for several months, until the Burlington company get the connecting link between Alliance and Brush City completed. Some of the Northwestern officials were in Deadwood this month conferring on the matter with the resident officials. Colorado people are commencing to be interested in every day and the Burlington gets practically all of the business.

A prominent Colorado man, now in Deadwood, who is interested in the development of the Ironsides mine, related to your correspondent that the Colorado traffic would more than be doubled as soon as one of the railroads put on a through service. As it is now, it requires two nights and a day to make the trip.

COMMISSIONS TO BE ABOLISHED

Western Lines Will Not Pay Eastern Agents Commissions After Feb. 1.

Much interest is manifested in local passenger circles regarding a rumor to the effect that the lines west of the Mississippi river will abolish all commissions February 1. It is reported that a meeting of the presidents of all western lines was recently held in New York with this decision reached. December 12 the officials of eastern lines met and decided to abolish commissions on all passenger business originating in the west. This new order became operative January 1. The western lines, in case the rumor of the abolishment of commissions February 1 is correct, will be following the example of the eastern lines.

The commission question is one of considerable importance to railroad men. If the western lines abolish commissions it will increase their revenue and decrease the revenue of eastern ticket agents, just as the revenue of the eastern lines has been increased, and the income of the western ticket agents decreased as a result of the abolishment by the eastern lines of commissions January 1. On all business originating in the east a stated sum is forwarded the agent selling the ticket by the line west of the Mississippi river over which the business is routed. For instance, an agent in Ohio, selling a man enroute to Denver a ticket via the Union Pacific from Omaha, is forwarded a certain amount, perhaps 50 cents by the Union Pacific general passenger department. Since the abolishment of commissions heretofore paid by eastern lines on business from the west destined to the east ticket agents in Omaha and all western cities have noticed a significant decrease in their monthly incomes. Commissions have been paid by the railroads to ticket sellers for many years. There has always been a scale and any attempt of one line to offer greater inducements than the schedule agreed upon has usually been checked promptly by its competitors.

GULF OFFICIALS IN AUSTIN

Fix Up Texas-Kansas and Fort Smith Routes—Will Comply with Texas Law.

AUSTIN, Tex., Jan. 14.—S. W. Fordyce, receiver of the Kansas City, Pittsburg & Gulf railway, Elias W. Post of Philadelphia, attorney for the reorganization committee, Frank Hagerman, attorney for the receivers, and J. M. D. Trimble of Kansas City held a conference here with General T. S. Smith with the view of arriving at a satisfactory adjustment of the case instituted against the Texas-Kansas and Fort Smith Railway company, which is the Texas division of the Kansas City, Pittsburg & Gulf, for forfeiture of its charter and appointment of a receiver for failure to maintain its general offices in Texas, as required by the state law.

This case was instituted in the Travis county district court and afterwards transferred to the district court at Texarkana. The conference resulted in the company agreeing to comply strictly with the Texas law. A complete reorganization of the Texas property and a new charter will have to be had in order to comply with the Texas law governing the operation of railroads.

KANSAS CITY INTERURBAN RAILWAY

Line to Leavenworth to be Opened for Traffic Tuesday.

KANSAS CITY, Mo., Jan. 14.—The Kansas City & Leavenworth Railway company will open its route for general traffic on Tuesday and everything is in readiness. The roadbed is in splendid condition, considering the fact that it has just been completed. The last trial trip over the road was made yesterday. The car carried the officers of the company and a number of newspaper men. The distance, twenty-one miles, was covered in a little over an hour and the trip proved very satisfactory.

The building of this line is thought to be only the beginning of a great interurban railway system centering in the city at the mouth of the Kaw. Should the line prove a good investment, it is more than probable that all the towns and cities within a radius of sixty miles of Kansas City will be connected with one big electric rapid transit system. Rights of way for such lines have already been secured for a similar line between Topeka and this city.

The officers of the Kansas City-Leavenworth company are: David Kimberly, Cleveland, O., president; H. C. Ellerson, Cleveland, vice president; H. W. Wolcott, Cleveland, general manager and secretary; Charles D. Everts, Leavenworth, treasurer. General Manager Wolcott is a brother of Senator Wolcott of Colorado and a former member himself of the Ohio state senate.

New Route to St. Paul

The new route to St. Paul passenger trains over the Chicago, St. Paul, Minneapolis & Omaha road began Sunday to use the Union Pacific passenger station in this city. At the same time it changed the route of its St. Paul-Omaha trains, whereby they go to Sioux City via the tracks of the Sioux City & Pacific, instead of via the Omaha track. This results in the shortening of the line and makes possible a better time between Omaha and the twin cities of Minnesota.

The daylight express over the Omaha road from St. Paul left the union station at 6:50 Sunday morning and the night train pulled out at 7:30 in the evening, instead of 8:00 as heretofore. The Northwestern trains from St. Paul also entered the union station, thus marking the abandoning of the Webster street depot by the two through incoming and outgoing trains.

Mr. Hutchinson's Brief Visit

S. A. Hutchinson, assistant general passenger agent of the Union Pacific, returned Saturday night from an extended visit over the line. It was in the city merely long enough to see that Chief Clerk Murray and Cashier Darlow had everything running smoothly in the absence of General Passenger Agent Lomax and himself, and took a train Sunday afternoon for Chicago, where he goes to attend a meeting of passenger officials.

Making a New Railroad

J. H. McShane & Co. are about ready to begin work on the Brush-Alliance extension of the Burlington railroad, the grading contract having been awarded to them. A large force of workmen will be taken from Omaha. The McShane company has for some time been working on the Alliance Hartville extension, and that branch of the road will soon be completed.

To Consider Rebate System

CHICAGO, Jan. 14.—General passenger agents of lines from this city and St. Louis to north Pacific coast lines via the Missouri river gateways will meet tomorrow to consider the rebate system of selling tickets as a means of competition with the direct lines via St. Paul, making flat rates.

"I am indebted to One Minute Cough Cure for my health and life. It cured me of lung trouble following grippe." Thousands of their lives to the prompt action of this never failing remedy. It cures coughs, colds, croup, bronchitis, pneumonia, grippe and throat and lung troubles. Its early use prevents consumption. It is the only harmless remedy that gives immediate relief.

THE "TWIN CITY TRAIN"—A "FAST NIGHT LIMITED"—DAILY. 7:20 P. M.

THE "TWIN CITY EXPRESS"—A "FAST DAY TRAIN"—DAILY. 6:30 A. M.

The "NORTHWESTERN LINE" has two daily trains between Omaha and St. Paul—Minneapolis, one known as the "TWIN CITY LIMITED" the other as the "TWIN CITY EXPRESS". These trains arrive and depart from the UNION PASSENGER STATION, OMAHA, NEB.

Both trains are made in appointment—complete in every detail. Palace sleeping cars on night trains. Parlor buffet cars on day trains. This is the old reliable "Sioux City Route" over which through trains have been operated for many years.

Trains leave UNION PASSENGER STATION, OMAHA, NEB., daily. City Ticket Office, 1401-3 Farnam Street, G. F. WEST, City Pass. and Ticket Agent.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Wm. D. Galt*

SOUTH OMAHA NEWS.

Building Inspector Dunscombe is preparing to renew his efforts in relation to the placing of fire escapes on buildings in South Omaha. Some time ago an attempt was made to induce the Board of Education to provide fire escapes for school buildings, but after deliberating over the problem for awhile the board tabled the matter and the schools are still without means of exit in case of fire. The same may be said of a number of buildings on the principal business streets. Up to the present time Inspector Dunscombe has been holding back on account of not having a copy of the state law. It is understood that Deputy Labor Commissioner Kent will see that a revised copy of the building laws will be furnished the inspector at an early date. If this is done the owners of buildings will be served with notices, ordering them to comply with the state laws instead of the city ordinances. Under the state law the erection of proper fire escapes can be forced, while there is some doubt about the city ordinance holding in court. Members of the Board of Education appear to be willing to conform to the requirements of the law, but until forced to do so will not authorize the expenditure of money necessary for this purpose. Inspector Dunscombe says that several buildings where lodge meetings and dances are held are not properly provided with fire escapes. He will endeavor to after the owners of such buildings as soon as he is supplied with a copy of the state law.

Car Men's Club Meeting

A meeting of the Western Car Men's club, composed of car foremen and inspectors of the various railroads of Council Bluffs, Omaha and South Omaha, was held at the office of Superintendent Gentry of the Union Stock Yards Railroad company on Saturday night. The attendance was much larger than was expected and a great deal of interest was taken in the proceedings. The principal object of the club is to meet on a regular basis, for the purpose of discussing matters pertaining to the interchange of freight cars and arrive at a mutual understanding in regard to the handling of cars. By such action long delays will be avoided, which are annoying both to shippers and railroad officials. The organization is a new one, but good results are already being attained. M. P. Schmidt of Chicago, Milwaukee & St. Paul is president; W. H. Cressy, chief of the joint car inspection force, South Omaha, vice president; B. P. Turner of the Burlington, secretary, and Charles Speck of Council Bluffs, treasurer. The club meets once a month at either Council Bluffs, Omaha or South Omaha.

Board of Education Meets Tonight

An adjourned meeting of the Board of Education will be held tonight. Considerable routine business will be transacted and reports from the architect on the progress of the new school buildings at the mouth of O streets will be received. It is possible that some cognizance of the proposition to vote bonds for a new High school building will be taken by the board. Investigation shows that while a majority of the members of the board realize the importance and need of a new high school for the city, they do not feel that the time for such agitation is opportune. One member said that Superintendent Wolfe was trying to create a sentiment in favor of voting bonds in hopes of securing his job for another year. Another member said that the board would not place the proposition submitted to it would place the matter before the people direct and not through the superintendent of schools. From this it is inferred that no proposition will be submitted at the spring election.

Brick Making Commences

The Nebraska brick company, located at 1 and 1/2 Boyd streets, has commenced operations either today or tomorrow. Most of the buildings for the use of this concern have been completed and the steam plant has been tested. Only building brick will be manufactured at this time, but it is the intention to make a variety of other products later on. The shale for paving brick will be shipped from Louisville, Neb., and will be sent here in quantities as the needs of the factory demand. It is expected that there will be a great deal of street paving here within the next year or two and if so property owners will be able to save about \$2 a thousand on paving brick on account of the location of the factory here.

Directors Select Officers Today

The directors of the South Omaha Live Stock exchange will meet today for the purpose of electing a secretary and treasurer. From all accounts Colonel A. L. Lott will be re-elected secretary, as he has held the position for a number of years and is considered the best secretary the exchange ever had. There is, if reports are true, some difference of opinion regarding the selection of a treasurer and it is possible that Thomas B. McPherson, who has been treasurer for the last five years, will be re-elected. It was rumored that the cashier of a bank east of the tracks will be chosen treasurer.

Temperance Meetings Proposed

Tuesday evening Excalibur lodge No. 70, Independent Order of Good Templars, will meet at Modern Woodman hall for the election of officers. A series of public meetings is in contemplation by this lodge and after the election of officers the matter will be seriously considered. The idea is to hold good temperance meetings at one of the churches with a view to increasing the membership of the lodge and spreading the cause of temperance. Good speakers to address the proposed meetings are being

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Love of Nature

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1500 pairs men's pants from odd suits, left from the season's suit selling, will be sold now at about one half their real value—pants worth \$2.50, \$3.50 and \$5. Sale price only

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