

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 Hinchman 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 or to the tracks of the terminal bridge, but to secure entry into the depot 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

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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 while 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 laws. 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 shall advise the owners of such