

The Apex of Idealism in Modern Railroading



"YES, SAH."

If excellence of equipment, perfection of service, prodigality of expense in the effort to anticipate and provide for every wish and comfort of the traveling public count for aught, then must the Union Pacific be considered as having scaled the escarpments and reached the very apex of idealism in modern railroading.

Nowhere is the magnificence of its service or the splendor of its equipment more apparent than on its line to Denver and it is with this section of the vast system, which, independent of its proprietary lines, operates 3,031.28 miles, that Omaha people are most familiar. The trip between the metropolis of the Missouri river and the Rocky mountain districts has now been so reduced in the length of time necessary in its making that the intervening distance of 569 miles is encompassed almost while the traveler is sleeping comfortably ensconced in a berth as though wrapped in the arms of Morpheus in his own bedchamber.

There is an indefinable attraction about the contemplation of a railroad journey that brings a flutter of excitement to the mature traveler as well as to the youngster whose experience with railroad journeyings is limited. So often it is the case that this pleased contemplation is turned to ennui and fatigue when the journey is in actual progress and the weary traveler wishes for his destination quite as heartily and impatiently as he awaited the supreme moment when the panting engine should assume an almost human vitality, the train move majestically away from its station moorings and the journey should have begun. Travelers who have enjoyed the luxury of a trip on the Union Pacific through to Denver, however, have so much of interest at their command that there is little time for discontented or wearied reflection.

The constant changing panoramic view of thriving cities, progressive, growing towns, healthy-appearing farms and ranches, well-tilled fields and rolling prairies upon which grow the nutritious grasses that provide nourishment for countless herds of cattle, is in itself a treat to the vision of any man who takes pleasure in witnessing the material advancement of a community or a state. It needs only the logical perspective possible from a car window to prove to any mind the truth of President Burt's statement in his annual report to the stockholders of the Union Pacific railroad when he said:

"The past year has been one of great prosperity throughout the entire transmissouri territory served by your com-

pany's lines, and is fully reflected in their increased tonnage and revenue. These favorable conditions have not been confined to one particular industry, but have been enjoyed in agriculture, stock-raising, mining and all the other industrial pursuits of a thriving and rapidly developing country remarkably rich in all the natural elements of wealth."

But it is the enthusiast on fast railway travel that enjoys most keenly a trip from Omaha to Denver and vice versa, via the Union Pacific. Forty years ago the idea would have been laughed to scorn that the Missouri river and Denver would be linked together by six different palace car lines. Recent as within the past decade there would have been few believers had the suggestion been made that a single night's travel would separate Omaha and Denver. Now, however, the Omaha man can leave this city after the close of banking hours and reach the capital of Colorado in time for breakfast the next morning, or he can leave this city, if he chooses, after spending the entire evening at his home or the theater, and reach Denver the next afternoon when business in the Colorado city is at its height.

Perfection of Service.
Fast trains between Omaha and Denver have been the outcome of great improvements in the equipment of the Union Pacific and the outlay of vast sums of money in betterments of the road's physical condition, but the investment has been a paying one, as witnessed by the popularity, patronage and financial dividends of the Denver service. The stiff steel rail has been adopted, curves have been reduced or eliminated, double-tracking has been done, more powerful locomotives have been constructed and various other apparatus have been devised and secured for the purpose of bringing about the end sought—the perfection of service and equipment between Omaha and Denver.

The Union Pacific has two high-class trains daily each way between Omaha and Denver. Both are fast on their running time and the monster engines drive the splendidly-appointed trains over finely-balanced, eight-pound steel track at a rate of speed which, while high, does not begin to reach the possibility of fast running, as proven by lost time frequently made up on the Nebraska districts of the system when natural delays are met with.

One of these trains leave Omaha each afternoon at 4:25 and reaches Denver the next morning at 7:30; the other leaves at 11:35 p. m. and pulls into Denver the next afternoon at 2 o'clock. Eastbound the "Chicago Special" leaves Denver in the afternoon at 3:30 and reaches Omaha the next morning at 6:50 and the "Mail and Express" leaves Denver at 10:20 p. m. and gets into the Union station in this city the next afternoon at 4:35.

The premier point of excellence is reached in the equipment and appointment of all four of these Omaha-Denver, Denver-Omaha trains. They are provided with sleeping cars, presided over by colored attendants, whose aim seems rather to be the contributing to the enjoyment of the passenger than the hope of a liberal "tip." In the operation of these trains Union Pacific officials have rather given their endorsement to that old adage that a "man's heart is best reached through his stomach," for the dining car system in vogue on the Omaha-Denver trains is well nigh per-

fect. An additional provision for the enjoyment of the traveler who is, in a sense, the guest of the Union Pacific for the time consumed in his journey, is the popular composite car—smoker, library and buffet combined. In fine, nothing better expresses the combination of sleeper, diner and composite cars than the apt designation, "The Union Pacific club on wheels."

No feature of club life is denied the passenger on one of these magnificent trains the Union Pacific operates between Omaha and Denver. The richness of the appointments, the luxury of the surroundings, the magnificence of the tapestry, carpets and woodwork of the sleepers are such as find approval with the most exacting. The dining cars are models of beauty and yet the effort made to please the eye by no means causes a lack of effort to afford that material enjoyment usually found in a toothsome meal.

Delicacies of the Season.
The diners are all new in model and follow out the general style peculiar to the handiwork of the Pullman company. The menus comprise the delicacies of the season and all meals are served a la carte, the price being governed entirely by the traveler's appetite or his financial mood. Snow-



COZY CORNER IN BUFFET CAR ON UNION PACIFIC "COLORADO SPECIAL"

white napery and shining silverware add to the inviting appearance of the interior of these cars. No lack of attention on the part of the attendants is brooked by the conductor in charge and the invariable "tip" is a subordinate consideration. The interior of the culinary departments of these cars might well excite the envy of the scrupulously neat housewife. The colored chef with his assistant is an important functionary, and the successful dining-car cook is one who can in the twinkling of an eye lay his hand on any article whatsoever from a choice cut of steak to the box containing the salt. Some of the veteran chefs in the dining-car service are employed on the Union Pacific trains between Omaha and Denver, and the road's patrons are not slow to appreciate their worth in a culinary way.

Particular attention is given the operation of the buffet cars. The accommodations and conveniences afforded by them are such that hours can be whirled away almost unconsciously by the man enjoying their attractions. The colored porter does not obtrude his presence upon the passenger. He does not stand in the attitude of one suggesting the purchase of another cigar or a glass of apollinaris lemonade and the passenger who has a right to the privileges of the composite car feels himself unrestrained in their enjoyment. The

latest papers and magazines are on file and writing materials are at hand. Most attractive of all, there are great, big, comfortable chairs, in which one can lounge and read or smoke and derive enjoyment out of the scenic kaleidoscope passing under his view without the car windows.

If the traveler chooses to take the afternoon train he finds night at hand almost before he realizes it. The speed of the train seems to have hastened the passengers in to the lengthening shadows and the brilliant lights and the curtained berths, with the porter bristling with the importance of his position, gliding noiselessly about in the performance of his work, suggests retiring. It is when the passenger relaxes himself in reclining posture, covered snugly over with clean, warm blankets, that he begins to appreciate what it means to ride over the Union Pacific. There is not that continual jar and jerk so harassing to one unused to sleeping on trains, but instead an easy, gliding motion that bespeaks to even the uninitiated the running over a track so smooth, so well ballasted, as to be the envy of the railroad world and as conducive to sleep as an opposite condition of track is to wakefulness.

Clean, Airy Chair Cars.
It is by no means necessary for the traveler to separate himself from the stipend which the Pullman company insists upon in order to enjoy a trip on the Union Pacific. Between Omaha and Denver there are through chair cars that are built and operated with an eye single to the comfort of the occupants. They are clean and light and airy and a colored porter assists in every way possible in the comfort of the passengers. Overcrowding of cars is a condition that is avoided insofar as it is possible. The privileges of the dining car are accessible to passengers in the chair car and coaches.

"My city's interests from a railroad standpoint have certainly been well looked after by the Union Pacific," said a prominent Denver business man who came in on the "Mail and Express," enroute for New York, Tuesday night. "We look upon the Union Pacific as being quite as much of a Denver institution as it is an Omaha one and the continued improvements it has been making in its service from Denver to its two Missouri river terminals, Omaha and Kansas City, have greatly facilitated business affairs in the Colorado capital.

"I have done much traveling in my life, but nowhere in the east do I get such consistent and at the same time such high-grade service as that afforded by the Union Pacific. Here we get fast time and a reliable schedule. Instead of cutting out the composite car and all frills, if I may use the expression, which tend to enhance the pleasure of traveling, the Union Pacific has secured new engines capable of making the time and also of carrying trains as heavy as the exigencies demand.

"Nebraska certainly has to be proud of the country through which the line of the Union Pacific runs. Many people who have heard of the state only because of its being the home of noted populist orators and would-be statesmen have had their preconceived notions radically changed in making a trip across the continent, for the state certainly puts her best foot forward



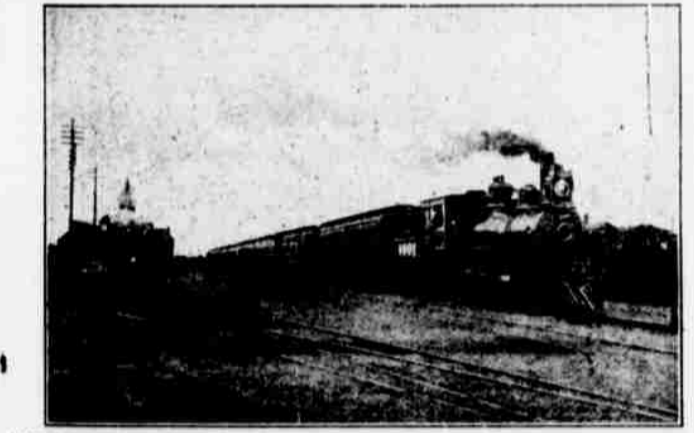
INTERIOR VIEW OF DINING CAR ON UNION PACIFIC "COLORADO SPECIAL"

in the section through which the Union Pacific runs. Colorado shares to a certain extent in this respect. From Julesburg to Denver a more attractive region would be hard to find. The irrigation enterprises that are now under way in eastern Colorado are doing much to increase the value of the land from a farming standpoint and in and about Sterling and from there to Denver irrigable farms show to the passing traveler that Colorado is by no means a benighted state.

Westerners Ought to Feel Proud.
"We westerners ought to feel proud of our railroads. They are representatives of the progressive spirit of this section of the country and reflect a great deal of credit upon the energy and determination of the brainy and sagacious men of the west. The Union Pacific is a child of the transmissouri region and we have reason to be proud of our first-born."

An interested observer of the scenes from the car windows and the incidents to be noted within the cars was a wealthy Japanese tea merchant who came through from San Francisco on the "Mail and Express" Tuesday. His name was Edmund Quanghai-wei. "I go over to New York from my home in San Francisco," he said, with an accent charming to hear and a volubility of excellent English, betokening his thorough education, "and I've traveled over all the roads crossing the continent, but of them all I like the Union Pacific the best. One has the consciousness when riding on a Union Pacific train that he is getting the very best service possible, and there is much satisfaction in that.

"I have traveled over this road for years and the constant improvement is quite as wonderful, in some respects, as was the original venture. The men at the head of the road are certainly resourceful. I thought many years ago: 'Now the apex has been reached. Everything is so fine that there is no room left for further improvement.' But still they are finding things to make better. First, the roadbed is improved and ballasted up to the point where it is as good as any in the country. Why, this decomposed granite that the Union Pacific has brought down from Sherman hill and used for ballasting purposes is the finest thing in the world for the use to which it is being put. I have made the trip in the summer time and the dust that collected in the cars along the Southern Pacific and the Oregon Short Line was simply beyond bearing. But when we encountered the track ballasted with Sherman gravel there was no more inconvenience from the dust. Windows could be thrown wide open so far as dust arising from the track was concerned. Then came heavier steel rails, consequent improved time, and, with the added patronage, improved equipment, today I think the Union Pacific stands the peer of any American railroad."



"COLORADO SPECIAL" ON UNION PACIFIC ENROUTE FROM OMAHA TO DENVER.

Helena's First Lover A Hindoo Swami

The recent marriage of Miss Helena Zimmerman of Cincinnati to the duke of Manchester has revived the story of a former love affair of the heiress. Miss Zimmerman, it is stated, was on her way to India to become a life disciple of Hindoo philosophy, Raja Yoga, when she met the duke of Manchester in London. But desire for knowledge of the mysticism of the east led almost directly to the beginning of the romance which culminated in the wealthy American girl secretly becoming the wife of the financially barren British duke.

Miss Zimmerman's trip to Hindoostan was interrupted by the death of the man who had taught her all she knew of mystic lore, and under whose guidance she hoped to become an adept—the Swami Vivekenanda. She had grown firm in the belief that she could not die. The teachings of Raja Yoga are that there is no necessity for the cessation of life in the body; that by right living and practices the corporeal being will wear on until the spirit has attained a certain perfection, when body and soul will go together into the next cycle of existence.

The Cincinnati heiress believed all this and had faith in Vivekenanda. Therefore, when he lay down and died like common clay the shock was great enough to break all the bonds of faith which held her to

this peculiar religion. Moreover, it released her from what her family considered a kind of mental fascination exercised over her by the Swami.

Many Americans remember Vivekenanda well. Several years ago he was the rage of society in New York; that is, of the female portion. He gave a series of lectures upon how to obtain "soul liberation," or how to reach omnipotence through exercise of mental will and adherence to certain physical practices. It became the fad of rich women to attend these discourses, to fete the Swami—which word, by the way, signifies teacher—to talk Raja Yoga, but seldom to practice the precepts.

Helena Zimmerman was an exception in the latter respect. She went in for the philosophy earnestly. She not only attended Vivekenanda's public lectures, but had long talks with him privately and in her daily life practiced faithfully what these interviews taught her. The first step in attaining Hindoo perfection is the observance of certain bodily laws—bathing at stated intervals, rising and retiring at fixed hours and going through set physical exercises. The second is the following of a certain system of breathing, called the practice of "pranasyoma." This is all for the purification of the body, without which mind and soul development cannot come.

All these things did Miss Zimmerman.

Her parents and friends protested. They viewed with growing alarm the influence of Vivekenanda over her. But their pleadings and threats did no good. She declared her hatred of society and announced her intention of devoting her life to spiritual search. And as she went into it with all the determination and energy with which she was wont to ride dangerous horses on her father's western ranch she had her own way.

Finally Vivekenanda received a "call of the spirit" to return to India. As a social rage he had been falling by the wayside because of the advent of a pianist with leonine locks. The future duchess of Manchester was one of the few who did not desert him. After he had gone she became restless and moody. She continued to practice "pranasyoma," but it now failed to bring the peace which it was warranted to furnish.

The Zimmerman family was elated over the Hindoo's departure, but this ended when the girl announced her intention of going to India to pursue her way toward Samadhi. It was her intention to hurry through London, but she missed a Dover train. Next morning she read of the prosaic death of Vivekenanda. That ended the pilgrimage.

Woman's Clever Ruse

For ingenuity the American woman journalist is hard to beat, as an incident of the reception in London to the City Imperial volunteers will show.

During the terrific crush a young woman with a baby in her arms was carefully protected by the police. They stood around

her, they passed her through the volunteer lines, a mounted officer backed his horse and made a passage for her, an inspector took her arm and deposited her on the pavement, a shopkeeper, taking pity on the infant, lifted her over his barrier and gave her a seat. She saw the procession in comfort, and when the crowd had thinned she went her way profuse in her thanks. I had witnessed the occurrence and it had somewhat startled me, for I thought I recognized the bearer of the infant. When she went up the street I followed her and spoke a name aloud behind her. She turned and I saw that my suspicion was correct. It was Miss —, an American woman journalist.

"Why, what do you mean by bringing somebody's baby out with you on such a day as this?" I exclaimed. "Oh, don't give me away!" exclaimed the woman of the pen. "I wanted to see the show from the street and to pick up copy for my paper, and I'm afraid of big crowds because I'm such a little body. I was wondering what I should do when I remembered that an English crowd is always sympathetic to a woman with a baby. So I brought one with me, and it has answered wonderfully well. I assure you." "A brilliant idea," I said. "But what about the infant? Weren't you afraid of getting it killed? And where did you find a mother willing to let you have her child for such a desperate purpose?" "Oh, that's all right," exclaimed the woman, with a twinkle in her eye. "This baby could stand a lot of squeezing. Look!"

She gently raised the infant's veil. I gazed at its placid features and burst into

laughter. The baby that the police had protected, that the volunteers' officers had championed, that a British crowd had divided to give a safe passage to, the baby for whose sake a sympathetic shopkeeper had presented its terrified mother with a 2-guinea seat gratis—was a doll.

More Careful Now

A local journalist prides himself on his ability as a telegraph operator and frequently takes his place at the instrument to receive messages, relates the Louisville Times.

Several years ago, when Pugilist Jim Corbett issued his famous challenge to Fitzsimmons, offering him \$25,000 for a meeting, this journalist was at the telegraph instrument. "Stuff" was running light that evening, so when the challenge began to come in leisurely over the wire the journalist became impatient and flared back: "Wake up and push that stuff on."

It so happened that he had caught a tartar at the other end. The challenge came on at a break-neck pace. The bewildered receiver caught about one word in three and about one letter in the word. He diligently banged his typewriter, however, to make a bluff at taking the hot message, but unfortunately when he had finished some one caught a glimpse of the "copy," and it was all off.

The sporting editor and several of the reporters held a consultation later and wrote a challenge for Corbett. Since that time the journalist when pushed for "copy" couches his request for more speed in very careful terms.