

### MR. BURT IS STILL BUSY

Union Pacific Chief is Rushed with Routine Affairs.

NO TIME TO DISCUSS FUTURE OUTLOOK

Only Effort in the Fall of Silence is the Self-Evident Fact That Omaha is Gainer by the Consolidation.

The rush of business in the office of President Horace G. Burt of the Union Pacific, still continues and he is devoting his whole time to clearing away affairs that came up during his absence. Much routine business incident to the beginning of the year demands his attention and the clerical force is rushed. Meanwhile Mr. Burt has no time to discuss the many rumors which have been flying around on account of the recent purchase by the Harpman syndicate of the Central Pacific.

The fact of this purchase is well established, but beyond that it is doubtful if anything definite has been decided upon. The rumors of the removal of the headquarters from Omaha or the advance of Mr. Burt to the position of chairman of the board of the combined roads, have no foundation in fact and are the subject of much amusement in official circles, so authorities say. Those familiar with the inside workings of the Union Pacific have asserted that the two roads will be managed as before, that Mr. Burt will remain president of the Union Pacific and Mr. Hays will continue as president of the Southern Pacific.

**Project Yet in Embryo.**  
It was stated in Mr. Burt's office Tuesday that the proposed new shops and headquarters building had not been a matter of discussion between the officials here since Mr. Burt's return. He is simply grinding away on routine business which has accumulated during his absence.

At the same time the consolidation means much for Omaha, and old railroad men have figured out that development and improvement of the Union Pacific property in this city will surely follow. It may take time, but it is sure to come, they say. The Southern Pacific has been charged with diverting to its "Sunset" line a large amount of business which would naturally have gone over the Ogden route. Being an independent line, this was easily accomplished, for the other roads were compelled to depend on the Ogden route by their lease to the Southern Pacific, for their connections west of Ogden.

**How Omaha Will Be Gainer.**  
Now with the Union Pacific and the Southern Pacific on friendly terms because of the controlling interest in the stock being vested in the same parties, it is presumed that the traffic will follow the natural course, and this is the Ogden route. That means that much of the travel and freight which has gone by New Orleans under the influence of the Southern Pacific will now seek the Ogden route by way of the Union Pacific and the Central Pacific and will pass through Omaha. More trains will be run to accommodate the business; more men will be employed and will reside in Omaha, the terminus of the road; more and better equipped shops will be necessary to care for the rolling stock; more men will be needed to assist in the direction of the increasing business and more office room will be required. This is the natural way that the matter is figured out and they say that Omaha is bound to profit by the consolidation, even though it amounts to nothing more than closer relations between the two Pacific roads.

**LOW RATES TO THE WEST**  
So far as price goes the Pacific Coast is brought near to Omaha.

A vast throng of people started for the west Tuesday over the various railroads, taking advantage of the cheap rates which have been offered by the railroads in the Transcontinental Passenger association. The bulk of the traffic is for the great northwest, Ogden, Salt Lake, Seattle, Tacoma, Spokane and Portland being the favorite destinations of the excursionists.

The statement was made yesterday afternoon by a prominent railroad official that the majority of these people are going west with the intention of locating in that country. That is the reason for giving the rates and the inquiries have been along the line of good locations for business enterprises of various kinds and the pursuit of agriculture.

There rates were offered during October and November and then a vacation was had for two months. Yesterday was the first selling day for the new rates and the result was a rush of business. The reports from those who took advantage of the rates of autumn have served a good advertisement for the business and have attracted hundreds of others.

The Union Pacific and the Burlington are the heavy haulers in the west, but it is the country, though the rate is offered by all roads in the transcontinental association and the selection of route over any of the lines is left to the purchaser. The passenger departments of both of these roads have been busy for several days preparing for the business which started from all points along the lines on Tuesday. Making trains into sections is the order of the day in western traffic and extra equipment is required on every train en route.

The Rock Island is having a good business to the southwest and all of the western roads are doing an increased amount of California selling owing to the reduction, which is available there also. The association rates have been placed at unusually low.

**The Blues**  
Ever have them? Then you know how dark everything looks. You are completely discouraged, terribly depressed. A little work looks like a big mountain; a little noise sounds like the roar of a cannon; and a little sleep is all you can secure, night after night.

The truth of the matter is, your nerves have been poisoned and weakened with the impurities in your blood. You want a blood-purifying medicine—a perfect Sarsaparilla—that's what you want. You want

**Ayer's Sarsaparilla**  
the strongest and best nerve tonic you can buy.

Write the doctor freely all the particulars in our circular. You will receive a prompt reply. Address, Dr. J. C. Ayer, Lowell, Mass.

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Right through the winter there has been a good, steady demand for three, four and five-room cottages. Those of this class that are vacant now are generally speaking, vacant for some good and sufficient reason. Either their owners are unable to afford the money necessary to keep them in repair—and it is difficult to find a tenant at any price when the roof leaks or a cold-air draught comes up between the planks of the floor—or the property is situated so far from business as to be unattractive to people who would want it for the season when walking is liable to be bad. Such places as these, however, are liable to be found empty at any season of almost any year.

Empty houses are apt to indicate a fall in rents, but there has been no indication of this as yet and agents who have been in the business long enough to be able to read the signs of the times say that there is more apt to be a stiffening than a drop when spring opens. They argue that the increase in the number of vacant houses is not sufficient to cause any alarm; that it is due to any overbuilding and certainly not to any falling off in population.

**Street Paving Prospects.**  
There are indications that this year will be another year for street paving in Omaha. Perhaps the record of 1899 and 1900 may not quite be reached, but there is good reason for expecting that the entire intersection fund of the city will be used up. Property owners are manifesting a much greater desire than heretofore to spend money in this way. They not only find it easier, in these prosperous times, to meet the payments, but they appreciate more fully the benefits that accrue.

Contracts have already been let for about half a dozen jobs and several more are pending. Sixteenth street through the center of town will have to be resurfaced, the contract for this has already been let. The old cedar blocks on Twenty-fourth street, from Dodge south to Leavenworth, on Cass street, from Sixteenth west to Twenty-second, on Seventeenth, north from the end of the asphalt at Davenport street to Nicholas, and on Dodge street, from the top of the high school hill at Twentieth, west to connect with the asphalt at Twenty-fifth avenue, will all go and pavements of sheet asphalt will take their place. This work will go some way toward relieving the old cedar blocks from Omaha and the list will probably be increased before spring opens.

As to new paving, a number of petitions are being signed in different parts of the city, but most of this work is being done in a quiet way and has not advanced far enough as yet to indicate what the results will be. There is little doubt that South Twenty-seventh street will be paved from Leavenworth to Hickory. The petition was signed for this some time ago and the only reason that the paving has not done last year was that the property owners did not agree on the material. The greater part of this year's paving is likely to be on streets near the center of the city.

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**Latitude is Abridged.**  
And the same in a general way is true of the higher class of valentines, and these permits of little latitude in the way of new ideas. There are some very dainty creations in celluloid and paper, some of which sell for as high as \$2 and even better, but they all consist of variations of the old idea of the heart transfused with the spear, and there is a preponderance of the little naked god with his bow and arrows. Valentine's day seems to have been invented for the benefit of the person with the least imagination, and the more to punish. It is also useful to the man in want of an excuse for sending an anonymous communication.

Among the cheap valentines, which are in unusual profusion this year, may be seen the "customer" kind, in which the customer, who is referred to in these cheap lines: To spend half a day at your post trashy shop is a really idea of pleasure you know. About some cheap art you'll rave and you'll gush. Till I see that your brains must be softer than mush. It's silly that some better way, foolish miss. You can't find to spend time and money on this.

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The waitress also comes in for her share of metrical vituperation. The picture which accompanies this gem of the poetaster displays a mouth like the mammoth cave, and a tongue of inordinate length, while from her shoulders append a pair of gaudy wings. Here are the last two lines of the effusion, which are chiefly remarkable for their lack of point and their metrical inaccuracies.

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**A POOR BREAKFAST.**  
Very Few People Eat a Good Breakfast.

"All I want for breakfast is a roll and a cup of coffee."

This remark is heard not only in hotels, restaurants and lunch rooms, but it is the usual breakfast order in the home circle as well. After a twelve hours fast it would seem that the first meal of the day should be a hearty, substantial one, and if we all lived natural, unartificial lives, it would be so, but none of us do, hence breakfast is a mere pretense.

Says a latter day philosopher: "During many years of active business life, I never remember having eaten a good substantial breakfast, but supposed it was of no importance until I began to lose appetite for lunch and dinner."

My physician told me I was the victim of nervous dyspepsia and must take rest and recreation as no medicine would reach the trouble, but this advice I could not follow as my business affairs would not permit it and to get relief I resorted to medicines and prescriptions and it was purely accidental that I hit upon one remedy which did the business. While in a drug store one evening I noticed a number of people buying Stuart's Dyspepsia Tablets, a widely advertised preparation for stomach troubles, and the force of example was too much for me and I bought a fifty cent package.

I took a tablet or two after each meal, and in a week my appetite picked up, I began to feel my old ambition for work returning and could eat a good breakfast because I wanted it, and from that time to this, I take Stuart's Dyspepsia Tablets as regularly as I take my meals, not because I now have any trouble with my stomach, but because I don't want to have it.

A fifty-cent box of Stuart's Tablets will last me a month and keep my digestion in good order, and I know of no better investment a business man can make.

**Do You Own Valuable Papers?**  
We have a suite of rooms with a fire and burglar proof vault. It consists of a waiting room and two smaller rooms. Electric light. Hardwood floors.

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This remark is heard not only in hotels, restaurants and lunch rooms, but it is the usual breakfast order in the home circle as well. After a twelve hours fast it would seem that the first meal of the day should be a hearty, substantial one, and if we all lived natural, unartificial lives, it would be so, but none of us do, hence breakfast is a mere pretense.

Says a latter day philosopher: "During many years of active business life, I never remember having eaten a good substantial breakfast, but supposed it was of no importance until I began to lose appetite for lunch and dinner."

My physician told me I was the victim of nervous dyspepsia and must take rest and recreation as no medicine would reach the trouble, but this advice I could not follow as my business affairs would not permit it and to get relief I resorted to medicines and prescriptions and it was purely accidental that I hit upon one remedy which did the business. While in a drug store one evening I noticed a number of people buying Stuart's Dyspepsia Tablets, a widely advertised preparation for stomach troubles, and the force of example was too much for me and I bought a fifty cent package.

I took a tablet or two after each meal, and in a week my appetite picked up, I began to feel my old ambition for work returning and could eat a good breakfast because I wanted it, and from that time to this, I take Stuart's Dyspepsia Tablets as regularly as I take my meals, not because I now have any trouble with my stomach, but because I don't want to have it.

A fifty-cent box of Stuart's Tablets will last me a month and keep my digestion in good order, and I know of no better investment a business man can make.

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