OVERLAND ROLLING PALACES

First of New Trains on Chicago-'Frisco Run Passes Through.

COST QUARTER OF A MILLION DOLLARS

Large Party of Railroad Officials and Others Inspect the Magnificent Cars During Twenty-Minute Wait Here.

Resplendent from end to end with the brilliant gilt lettering on the background of rich olive green, undimmed as yet by soot or sun, the first new Northwestern-Union Pacific-Southern Pacific No. 1 passed through Omaha yesterday, a train of elegant cars that were all on their first journey and that represented a cost value of a quarter of a million dollars as they stood.

A body of Union Pacific officials, headed by President Burt, was on hand at the station to greet the pioneer edition de luxe of railway trains. Almost a hundred outsiders had also gathered at the station, and during the twenty minutes that it stopped in Omaha the train was gone through and inspected from buffet to observation car by the visitors, who formed a continuous string of admiring guests all through the mazes of green, gold, bronze, white and mauve in which the cars were tinted.

President Burt looked grim satisfaction at the sight of this series of rolling palaces, the latest triumph in the handling of passenger traffic, but he said not a word. Other Union Pacific officials present at the station were General Manager Dickinson, Superintendent Buckingham, Freight Traffic Manager Munroe, Assistant General Freight Agent Garratt, Superintendent of Telegraph Korty, Advertising Manager Darlow, City Ticket Agent Abbott, Traveling Passenger Agent Goodsell and Station Superintendent Haney.

General Agent H. C. Cheyney and City Ticket Agent George West of the Chicago & Northwestern line were also there. They went across to Council Bluffs early in the morning and rode back on the beauty, in which their road has a share with the others.

Product of Pullman Shops.

The Pullman Car company representative at Omaha, Mr. Richardson, was on hand to have a look at the latest product of his company's construction shops. The cars were built by the Pullman company expressly for this overland service and are now owned outright by the three railroads in the route.

With General Manager Dickinson was Mr. Perris of Columbus, O., a personal friend and a railroad man. With President Burt was Luther Drake. Other citizens noticed were Councilman Whitehorn, W. N. Nason and Dr. W. A. Nason. All were shown through the train.

The time scheduled for the arrival of No. 1 is 9:20 a. m. and just at the minute the shining train slowed up at Union station. It was drawn by engine No. 1853, a compound locomotive of the mastodon type, with seventy-two-inch driving wheels. John R. Dolan was the Union Pacific engineer who pulled the train from Council Bluffs on west.

There were just eight cars behind the engine, a dynamo car, baggage car, mail car, composite car, dining car, Portland sleeper, San Francisco sleeper and San Francisco compartment observation car.

The most beautiful was the dining car. This cost $30,000 as it stands and is a marvel of mirrors, soft tints, shaded lights and general luxury. The table service is exquisite and the kitchen equipment elaborate in its completeness. The color scheme is light, shading from cream ceiling with gilded fretwork to a mauve base. In the sides of the car above each table is a little hanging garden built into the wall, from which ferns droop, backed by small mirrors that heighten the effect of greenness and luxuriant foliage.

Observation Car a Beauty.

The most modern thing in cars, however, was found at the end of the train in the observation car. This was something new to Omaha. In it are six private compartments, with complete toilet arrangements in each, and provisions for a full section berth. A narrow passageway down one side of the car enters upon these rooms, and all are connected by doors that may be opened if desired, so a party may take several compartments, all communicating. Then at the end of the car is a spacious general observation room of solid plate glass, sides and end.

When the train went out at 9:40 Advertising Manager Darlow took on it as Union Pacific guests a party of newspaper men from Lincoln and Omaha. The party went out as far as Kearney and returned on No. 2, the corresponding train to No. 1, which arrives here at 7:30 p. m. No. 2 will also be newly equipped, there being four of Nos. 1 and 2, one a day each way, making eight new trains in all.

NO ICE FACTORY THIS YEAR

Dealers in Natural Ice Will Continue to Occupy Omaha Field Alone.

It is now decided that the dealers in natural ice will have no competition in the local market from manufacturers of artificial ice this summer. When the Omaha Cold Storage company decided to postpone the construction of its plant for another year at least, W. C. Goss, who was promoting the Omaha ice factory, stated that his company would surely construct its plant and would be making ice by August 1, if not sooner. An engineer was retained to prepare plans and the ground upon which the plant was to have been erected was purchased. The man who was to become one of the heaviest stockholders in the concern made a trip to the east for the purpose of investigating the plants now in operation and to decide upon the system to be installed in this city. This gentleman is still in the east and has come to the conclusion that it will be impossible to install the plant this season.

W. C. Goss said that the plan had not been abandoned and the plant would ultimately be established, but not this season.

COLLECTS DELINQUENT TAXES

Son of County Treasurer Reports Fair Success in Capacity of Collector.

Fred F. Eisasser, a son of the county treasurer, who has been acting as a special collector, reported to the office Monday night that since March 3, when he went after his first delinquent, he has collected $1,525 in back taxes. One man paid $210.28 Monday and another paid $67.58, the smallest collection of the month being $3.50. Some of the delinquencies run back fourteen years.

These collections are only of tax on personal property, and on the success or failure of other collectors whom the treasurer has said he expects to put in the field depends how soon he will have to fulfill his other threat—that of starting out furniture vans to take property seized under distress warrants.

PAINTERS AGREE ON SCALE

Continue Present Rate of Thirty-Seven Cents and a Half Another Year.

The Painters' union, at its meeting Monday night, decided to accept the offer of the master painters as to wage scale. This offer was to continue the present scale of 37½ cents per hour for the term of one year. The union at first requested a contract for two years, wages to be advanced to 40 cents an hour after April 1, 1903. In response the master painters offered to agree to such wages, provided the journeymen would consent to work for no one but contracting painters. The union refused to bind its members to work for any certain men and the present agreement was the result of compromise between the parties.

REDELL TAKES DEPARTURE

Packs Up His Goods and Moves Off to Live in Chicago Hereafter.

John Redell, deposed chief of the fire department, has left Omaha with his family for Chicago, where he has property, and where he will take up his permanent residence. City officials construe this to mean that he will make no further attempt to reinstate himself in the place now occupied by Fire Chief Charles A. Salter, and that he is not counting on results from the attempt of Attorneys Wright, Ransom and Gurley to mandamus the governor to appoint a new Board of Fire and Police commissioners. Whether of not he will seek to recover from the city salary from the time he was suspended as chief to the time he was formally dismissed remains to be seen.

CHURCH ELECTS OFFICERS

St. Barnabas Parish Names Wardens, Vestrymen and Delegates for Year.

At the annual meeting of St. Barnabas parish, held Easter Monday, the following officers were elected to serve for the ensuing year: Wardens, J. W. Van Nostrand and Theodore L. Ringwalt; vestrymen, J. R. Ringwalt, George F. West, A. W. Brock, F. L. Howell, Walter H. Sanford, Frank Pogue and William Browne, jr.; delegates to the annual council, J. W. Van Nostrand, Theodore L. Ringwalt and J. R. Daly; alternates, George F. West, J. R. Ringwalt and A. W. Brock.

PATRONIZING HOME INDUSTRY

Railroad Now Has Most of Its Printing Done in Omaha.

MEANS THOUSANDS OF DOLLARS YEARLY

Union Pacific Begins the Operation of All Dining Cars on Its Lines—Railroad Notes and Personals.

"A striking illustration of what Omaha is doing for itself as a progressive business center came to my attention yesterday," said Assistant General Passenger Agent J. E. Buckingham of the Burlington railway. "The example arose in connection with the visit to Omaha of J. C. McNamara of St. Louis, chief clerk to General Passenger Agent Wakeley of the Burlington lines in Missouri.

"Mr. Wakeley is about to issue a book of instructions to agents, conductors and baggagemen, and he came to Omaha from St. Louis to get this book printed and bound. It seems to me that is a flattering thing for Omaha, and when you take that fact in connection with others which I can mention the proposition becomes more than a mere matter of patriotic interest, for it assumes important business proportions.

"I remember, ten years ago, when the printing from Burlington headquarters here was all taken to Chicago or St. Louis. The passenger department never thought of having anything printed here, even a little advance slip, much less a folder or big pamphlet.

"Now the Burlington has most of its work done in this city. We have been making the change gradually for several years. Even our folders with time cards are printed here now. We issue from 1,000,000 to 1,250,000 of these every year, and they contain twenty-four pages of practically nothing but figures. Every change in time means a change through columns and columns of figures, and thus the correction bills alone make a big item, in addition to the original printing.

"Besides these folders we carry about twenty-five publications of one kind and another, and when you figure it all in it amounts to a big item of printing each year out of this office. That this goes to Omaha printers instead of to Chicago or St. Louis houses is certainly a pleasant thought.

"Other railroads, too, are doing this, though not to the extent that we are. I believe that in time all railroads with headquarters here will get all their printing done in Omaha."

Operates Dining Cars Now.

The Union Pacific Railway company yesterday took over from the Pullman company the conduct of its dining cars. Hereafter it will operate all the diners on the system, some twenty cars. It has owned them for some time, having made the purchases gradually since the plan to operate them privately was first taken up.

There will be no change in the force of men that has till this time been employed in handling these cars, however. At Council Bluffs is the headquarters, where Superintendent of Dining Cars Ackley keeps an office force of half a dozen men busy with the detail end of the work. Then the number of employes who go with the cars, including cashiers, cooks and waiters, will average ten men to a car, and that puts about 200 on the pay roll in all.

The reorganization of such a system would be an extensive matter and the Union Pacific has not attempted it. Instead it has simply taken over all the Pullman force, retaining Superintendent Ackley in that position. The men are now all working for the Union Pacific, however.

ENJOINS TELEPHONE COMPANY

Plattsmouth "Hello" Concern Must Get Franchise Before Operating in South Omaha.

Those South Omaha interests that have fought the Plattsmouth Telephone company so long and persistently were rewarded yesterday by Judge W. W. Keysor of the district court. He signed a decree stating that the court found the defendants in the case of Plattsmouth Telephone company against the city of South Omaha et al to be entitled to a permanent injunction on their cross-petition and that the cause of plaintiffs' action should be dismissed. The plaintiffs were permanently enjoined from constructing or operating a telephone system in South Omaha without first getting a franchise and the defendants are to recover costs.

Announcements of the Theaters.

"The Explorers," which will be seen at the Boyd tonight and a special matinee Thursday, is a sister piece of "The Burgomaster" and is under the same management, which, as a consequence, should be heralded with delight by all admirers of artistic wit, beauty and song, inasmuch as it is far above the average musical comedy, and contains an original score of twenty-six numbers, and comprises eighty players of unusual eminence. The production is said to be a positive Aladdin achievement, and the most beautiful and costly ever manufactured in the west. It is difficult to describe the principal features of this jolly oddity, as they are innumerable, and must be seen to be appreciated. The "girlie" chorus is one of the bright revelations of the season, and one of the distinct, important factors of the piece, as they are very much in evidence, all young and pretty, and constitute many of the brightest moments of the performance. Thursday night the ever welcome "The Burgomaster," will be presented.

Much in praise can be said of the bill on view at the Orpheum this week, which merits the approbation that is tendered it by a series of big houses. Jack Norworth is to be commended for having something new in song and monologue and eschewing chestnuts. He is doing his turn in whiteface, which is much neater and more pleasing than his old makeup in cork. Another monologue that scores big is presented by Jessie Couthoui. Her stories and recitations have caught the public's fancy and she is compelled to respond to encores at every performance. The three Blossoms do a funny and clever comedy acrobatic stunt that in most respects differ from any that has been seen here. The five Nosses, instrumentalists; Louise Dresser, the noted beauty and singer and three other acts keep up a good record. The regular Wednesday matinee will be given this afternoon.

ANOTHER PHOTOGRAPHED NOTE

Secret Service Agents Alarmed Over Improvement Made in Counterfeiting.

The third photographic counterfeit bank note in two weeks has just been reported by Chief Wilkie to the local secret service office. This note is said to be the work of the man who made the two which have been previously reported, and shows that he has made progress in the art of photographing national bank notes. The present one is upon the Union National bank of New Orleans, La., series of 1882, check letter C, bank No. 5470, signed by W. S. Rosecrans, register, and J. N. Houston, treasurer.

The counterfeiter has turned his attention to coloring the paper in imitation of the tint blocks used by the government in printing the bank notes. In this he has succeeded to such an extent that the chief says: "The face of the note is fairly deceptive."

The local secret service officer says: "The perfect counterfeit note is coming more rapidly than I feared. This improvement shows that little remains to be done to make it difficult to detect the counterfeit and impossible to reach the counterfeiter. Where more than one man has a secret it is not impossible to detect him, but now we have a condition where one man with a camera can make counterfeits that will be better than those made from plates, for they will be exact reproductions.

"Another thing which will make detection difficult will be the ease with which incriminating evidence is destroyed. He can make a negative, print notes for a day, destroy that negative beyond recognition and when he is ready to again make counterfeits he can photograph another note, so that check numbers and notices are worthless."

A Valuable Folder and Map.

A large folder which is called No. 21 of the Four Track Series, has been issued by the passenger department of the New York Central lines. This folder bears the title "Round the World by Way of New York and Niagara Falls in Sixty to Eighty Days." It contains a large amount of information of a cosmopolitan character, and an excellent railway map of the United States, showing the railway systems in good proportion. This folder is a sequel to the address given by Mr. Daniels before the International Commercial congress at Philadelphia, and serves to illustrate the immense debt which the manufacturing and commercial interests of the country owe to transportation lines for the effective manner in which they have advertised the products of American soil, mines and mills to the people of every country on the globe. The map which accompanies this folder is unusually clear and distinct, and the coloring and shading are artistically treated. A copy of this folder will be sent free, postpaid, on receipt of three cents in stamps by George H. Daniels, general passenger agent, New York Central, Grand Central Station, New York.—From the Travelers' Official Railway Guide.

New Roofing Company.

The Omaha Roofing and Supply company is a new concern which has recently opened offices at 542 Ramge building. The company is composed of L. T. Sunderland, president; R. E. Sunderland, secretary; J. A. Sunderland, treasurer, and C. G. Crombie, vice president and manager. The latter is from Minneapolis and has had many years' practical experience in this line. The new company makes a specialty of Magnesia Cement roofing and carries a full line of pipe covering, belting, hose, etc.; also fire department apparatus and supplies.

FOR RENT.

Handsome Brick Residence

on the southwest corner of Seventeenth and Douglas streets. It was built by the late Henry Pundt as his home and is one of the best constructed as well as one of the finest houses in Omaha. It is built entirely of brick and stone, stone steps and slate roof. It is finished in the choicest of hard woods, has hard wood floors, imported English tile floor in the reception hall, electric lights, porcelain bath, laundry with stationary washtubs, large pantry, china and linen closets, cedar-lined woolen closet, etc.

TWELVE ROOMS

besides the basement, containing laundry, storage rooms, storeroom, cellar and wine cellar, also large, high attic storeroom, separated from the servants' rooms. It also has a large veranda enclosed as a sun parlor, equipped with steam heat.

RENTAL PRICE

INCLUDES STEAM HEAT, ELECTRIC LIGHT AND HOT WATER,

as the house is connected with the heating and lighting systems of The Bee Building. For further information call on Charles C. Rosewater, Secretary The Bee Building Co., Room 100, Bee Building. Telephone 238.

VERY LOW RATES

Via the Union Pacific.

MISSOURI RIVER TO

Ogden and Salt Lake	$20.00
Butte and Helena	20.00
Spokane	22.50
Portland and Ashland	25.00
Tacoma and Seattle	25.00
San Francisco	25.00
Los Angeles and San Diego	25.00

City Ticket Office, 1324 Farnam St. 'Phone 316. Union Station, 10th and Marcy. 'Phone 629.

Store Closed.

The Rochester Shoe company closed its doors this morning, pending a decision of the creditors and stockholders of the company. The above firm, owing to financial difficulties, will retire from business, the entire stock will be sold in bulk if a satisfactory figure is offered; if not, the stock will be thrown open to the public at a terrible sacrifice. Their fixtures and lease are offered for sale to the highest bidder.

Send articles of incorporation, notices of stockholders' meetings, etc., to The Bee. We will give them proper legal insertion. Bee telephone, 238.

Publish your legal notices in The Weekly Bee. Telephone 238.

Shampooing and hairdressing, 25c, at The Bathery. 216-220 Bee Building. Tel 1716.