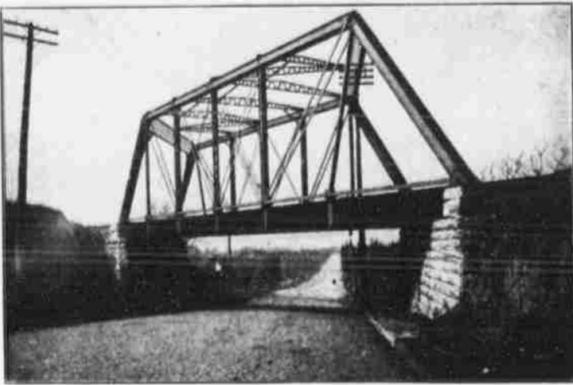
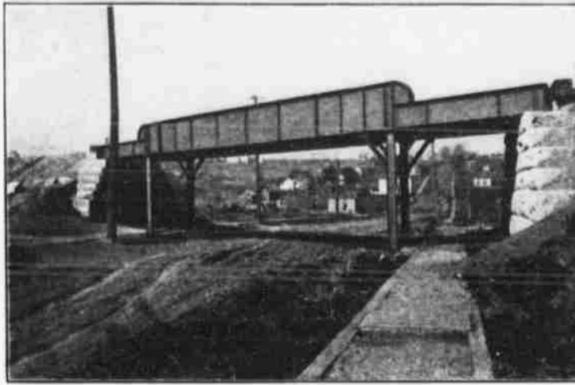


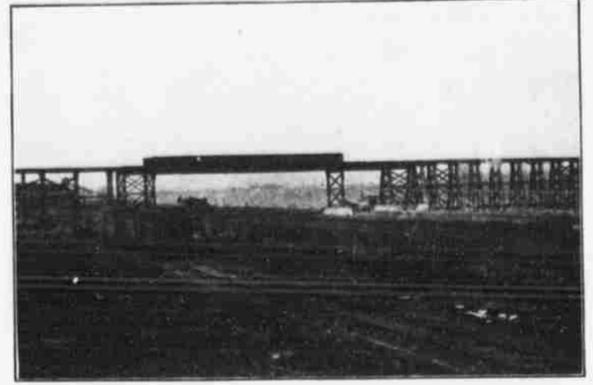
Overhead Railroad Crossings and Modern Traffic



BELT LINE CROSSING SHERMAN AVENUE.



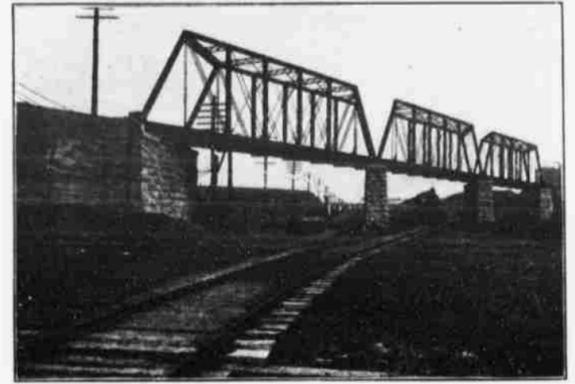
BELT LINE CROSSING AT FORTY-FIFTH AND CUMING.



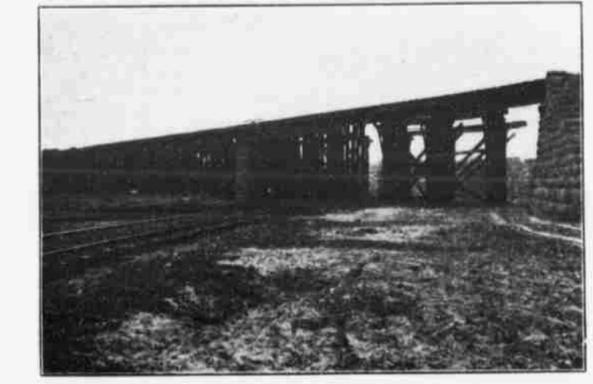
ILLINOIS CENTRAL CROSSING M. P. AND ELKHORN YARDS.



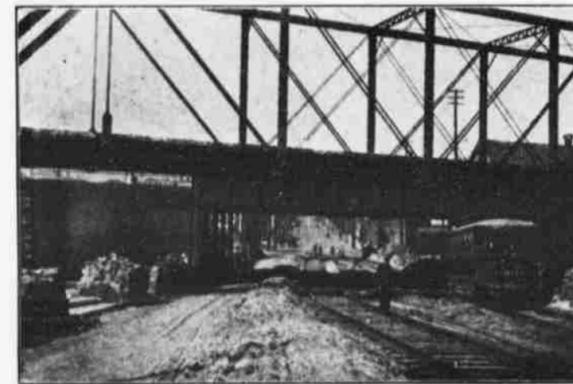
UNION PACIFIC CROSSING ON SIXTH STREET.



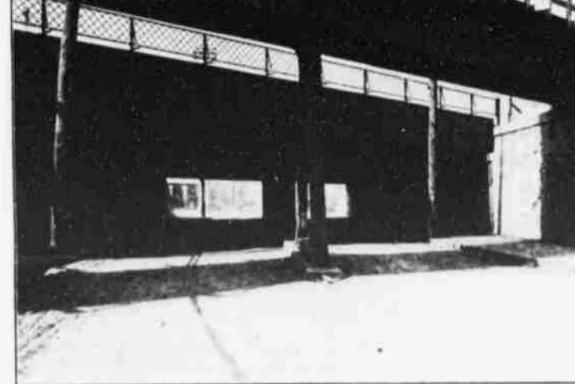
BURLINGTON CROSSING UNION PACIFIC NEAR SOUTH OMAHA.



ELKHORN VIADUCT OVER BELT LINE.



B. & M. AND U. P. CROSSING ON THIRTEENTH STREET.



B. & M. AND U. P. CROSSING ON FOURTEENTH STREET.



B. & M. AND U. P. CROSSING ON EIGHTH STREET.

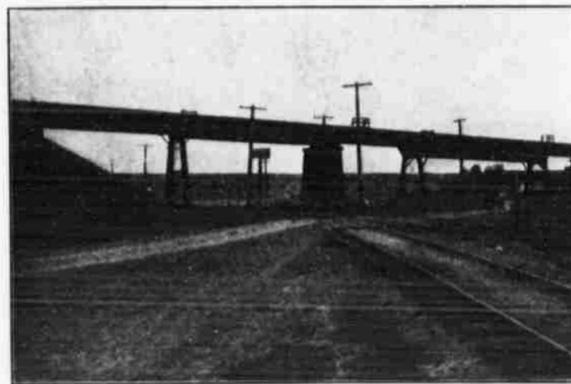
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UTURE generations, and even this generation, will never believe that where the immense structure at the foot of Douglas street spans the mighty Missouri, a half century ago the "49ers" had to haul water in which to float ferry boats that carried long lines of freight wagons across the river; the next generation will likely not believe the old man who remembers the time he brought a wagonload of pumpkins to Omaha and had to wait forty minutes while a freight train was switching before he could cross the tracks into the city in safety; or the old man who remembers when the mud was so deep that he had to go home after getting in the city limits and bring back another team to pull him out. And all will wonder from whence came the inspiration that caused John G. Saxe to write:

Has't ever been to Omaha,
Where rolls the broad Missouri down,
Where four strong horse-s scarce can draw
An empty wagon through the town?

And yet the stories of the old-timers will be based on facts. It is the wonderful growth and progress of Omaha that makes them seem incredible, and the poem of Saxe a slander.

The bridges across the Missouri river give one on entering the city a fair idea of what to expect in the way of facilities for traffic. Full of western push and enterprise, its people compelled to struggle for everything they got. Omaha, among its first acts, in paving the way to become the commercial as well as the geographical center of the United States, began to prepare roads for its traffic. With this end in view hollows have been spanned, a river has been bridged, hills have been cut through, and



B. & M. OVER BELT LINE—ELKHORN IN BACKGROUND.

no expense and no trouble has been spared to construct a place for every kind of traffic and travel, from railroad trains which go ninety miles an hour outside of the city limits to the furniture van which travels when hired out at \$2 an hour one mile in five hours and gets to its destination at bedtime.

Among the people here it is an unwritten law, "keep in the procession or be run over," but that law has never been enforced in regard to its traffic, and each year makes that day more distant when such a law will be enforced. Early in its youth, as railroad after railroad came into the city, draining the country around of its products, Omaha realized that city traffic would have to be provided for; that city traffic could not be interrupted by the railroads and that the railroads could not stand aside for the city traffic—hence the construction of viaducts. The railroad tracks were spanned, in other places they were raised and the wagon road bulldozed underneath the tracks. And since the first viaduct was constructed sixteen years ago Omaha has kept up the good work in providing for its traffic, until now it stands at the head of all towns of its class—and its class is the first class—in the number of viaducts. Up to date it has no tunnels or subways seven miles in length, because it does not need one, but it has constructed viaducts with such regularity and has been so persistent in making good its roads that the dedication to the use of the public of a viaduct excites a moment's interest and the "incident" is soon forgotten, except by the residents of that particular neighborhood. Sixteen years ago persons from the south

(Continued on Seventh Page.)

Teams from the Omaha Police Force Which Recently Played Ball for Benefit of Auditorium Fund



MARRIED MEN.

SINGLE MEN.