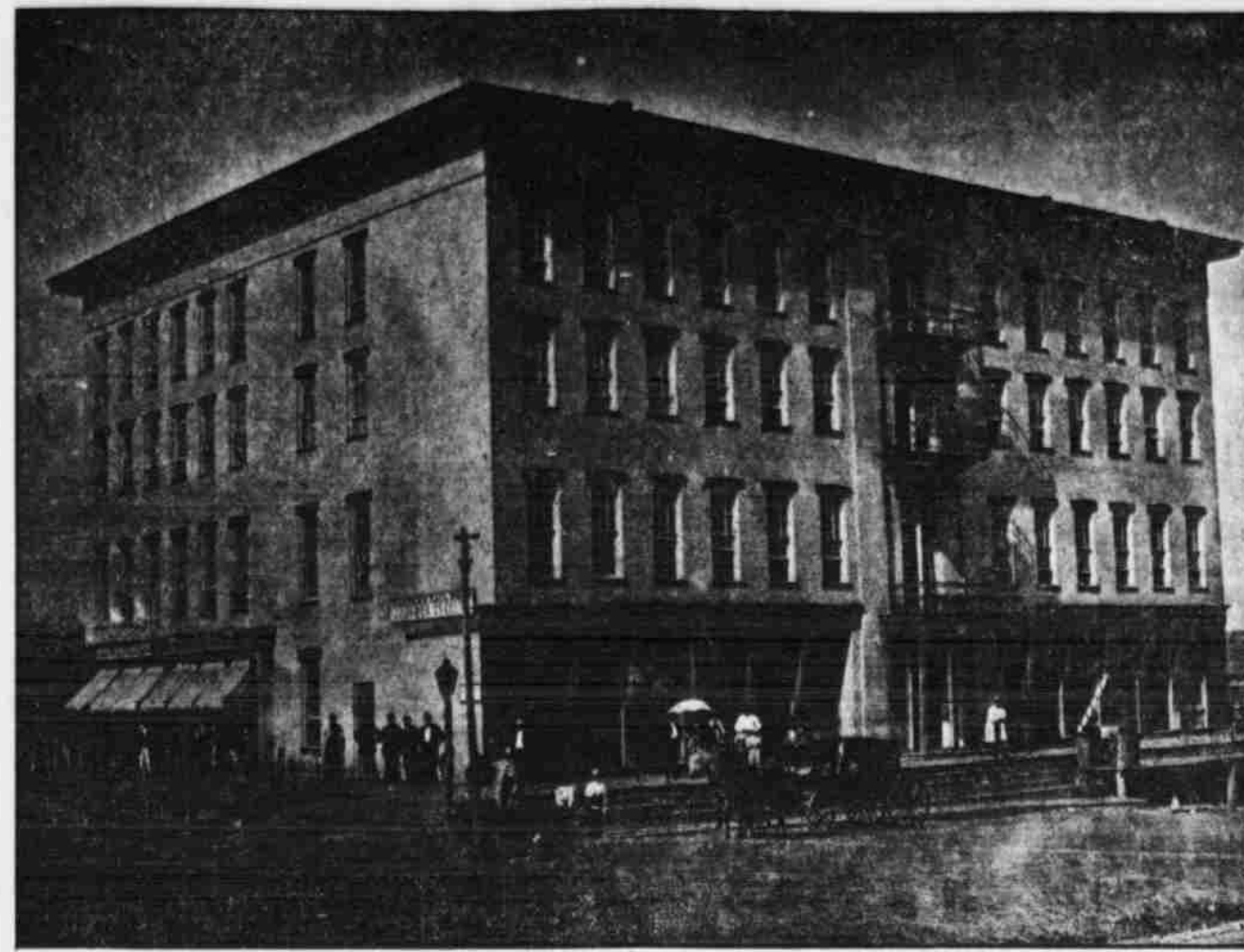


Evolution of Omaha's Ticket Offices from Cottonwood to Mahogany



GRAND CENTRAL HOTEL, WHERE TICKET OFFICES CENTERED.



WHERE THEY SOLD STAGE LINE TICKETS IN THE HERNDON HOTEL, NOW UNION PACIFIC HEADQUARTERS.



"THE WARASH CORNER"—STILL A TICKET OFFICE.

IT HAS taken little more than a quarter of a century to change a plain board into a palatial railroad office. The history of the transformation makes the stories of Aladdin and his wonderful lamp lose some of their remarkable features, while the fanciful stories of the Indian maid no longer sound like idle tales. Thirty-six years ago the railroad office was not the princely affair it is today. The pomp and splendor of the modern office was undreamed of. Thirty-six years ago the railroad ticket was sold over a rough plank in the front part of a transfer office at the foot of Farnam street. Today it is sold over a mahogany counter in the best business quarter of the city. Then any old place was suitable; today the best location is not any too good.

In place of the elaborate front and the extravagant interior of today, the first ticket office in Omaha was a shack redolent with the delightful aroma of sorghum, cheese, pork, ham, kerosene and other early evidences of civilization. A soap box often did duty for a chair. Kerosene was used instead of incandescent lights, plain board floors, plastered walls and a few pieces of battered furniture completed the interior arrangement. Beside the magnificence of the modern office, Solomon's temple becomes a pretty cheap affair. Costly woods are used for counters, walls are hung with expensive papers, floors are inlaid with fancy tilings, there are steel ceilings, chipped glass partitions, elegantly paneled wainscoting, marble trimmings, rugs, pictures, rosewood desks and carved mahogany chairs in spacious quarters studded and massed with electric lights.

Transition Came Suddenly.
The transition is the change from hovel to palace and the changes have occurred in short steps that have kept pace with the improvement in rolling stock. When the changes came they came suddenly. It has been cottonwood one day and mahogany the next. It has been oil yesterday, gas today and electricity tomorrow. One change has followed the other in rapid succession.

"If my memory serves me right," said Harry P. Deuel the other day, "the era of good offices began in 1871 or 1872." Mr. Deuel sold tickets in the early days when packet boats ran up and down the river and connected at St. Joseph with the Hannibal & St. Joe railroad line. The old transfer office was located in what is now the middle of the river, which since has changed its course and blotted out some of the old land marks.

"There was no ferry about the ticket office in those days," was the venture to draw out Mr. Deuel.
"Ferry? Good gracious. I sold tickets when he had nothing but a rough cottonwood plank across the front part of the transfer office. Them were days, though, when Omaha had its hustling clothes on and Council Bluffs was the bigger city of the two."

Another Pioneer Agent.
Among other agents of those days was Captain O. M. Brown, city ticket agent for the Burlington at Council Bluffs. Captain Brown gets his title from the fact that he captained one of the boats which used to ply between this city and St. Joseph in connection with the railroad. Those were the days when the captain of the boat was practically the whole thing. The earth fairly trembled when he walked across the gangplank and the abject wretches who happened to be near shaded their eyes in order to keep the glory of the captain from blinding them.

It took about one day to make the trip down the river and three days to come back. Notwithstanding the fact that the old sternwheeler were made to almost run in a heavy fog, they frequently got stuck in the mud, and sometimes it was hours before the boat could be released and resume its journey.
"Those were great days," said Captain Brown, "and it meant something to be a traffic agent. Everybody had to hustle and did hustle to get business. The business was here and the agents took mighty good care that none of it got away."
Useful as Advertisement.
What is the object of these luxurious quarters? The principal reason is that they are an advertisement. The office is taken as an indication of the road. The agents have kept pace with the appointments of the swell trains of the present day. A shabby railroad office today is regarded as a detriment. If two roads refer to the same terminals, the business is very apt to go to the road which makes the best appearance. It's the world. Success is a success. The tourist won't go to the shabby office if he can help it, all other things being equal. He prefers to have his ticket made out on mahogany, he prefers to sign his name on mahogany, he prefers to ride on mahogany or some other expensive wood. The tourist is living in the age of expensive woods. Cheap woods have had their day. Their usefulness is gone, so far as the ticket office and the railroad coach is concerned. Yet it took little more than a quarter of a century for the railroad to pass from a cottonwood to a mahogany period. It is interesting to speculate on what the next change will be. It is a safe venture that it will not be any more elaborate than the present one.

At least, it don't seem that it can be. Probably the most expensive piece of furniture brought into the city by a railroad for its own use was a counter for the Northwestern office. It was walnut and valued at \$1,000. It was made at the company's own shops and it made eyes stick out in other offices. The workmanship was of the very finest, every part being dovetailed, and it was artistic with carvings. When the Northwestern fitted up its office some five years ago the counter was sold to the Warash. When the last named road moved into its present quarters two years ago the counter was sold in sections. One of these sections was owned until recently by one of the Farnam street saloons. The rest of the counter is scattered about the city. A piece of it was sold to one of the lumber dealers and brought a good price.

In the Northwestern Office.
The Northwestern office are among the finest in the country, and the one in this city is no exception. It is similar in arrangement to the offices of the company in other places. Five years ago the company had only half the room it now occupies. The quarters were enlarged at that time and the place was refurbished. The present counter is solid mahogany and follows the contour of the office. It is richly paneled and carved and the partitions and roller-top desks are also mahogany and highly polished. The wood is practically worth its weight in gold and would bring a good price by the pound. Each man has a telephone. The walls are hung with embossed paper, which shades from a plum to a light lemon to match the steel ceiling. The ceiling is one of the highest in the city and is fringed and studded with electric lights. Its unusual height gives a massive effect. It is the boast of the company that it has the largest ticket case in the city. The value

of the tickets carried in stock is estimated at \$5,000,000.
"Don't you believe it?" asked a representative of the road the other day, in response to an incredulous look. "Look here." He opened a drawer after drawer, all stocked with tickets. There were stock coupons, simplex tickets, mileage books and the ordinary pastebords. The simplex are worth as high as \$35, the books are worth from \$10 to \$75. There is almost no limit to the price of coupon tickets.
"There is one that we can make out for any number of passengers and for almost any place." He pulled out a coupon form over five feet in length and having twenty-four coupons. Coupon tickets are carried for almost every road that is operated under an American flag, besides railroads in Mexico and Canada.

Where the Warash Burns.
The Warash put in new furniture when it moved into its present location two years ago. The south wall is finished in panel work from floor to ceiling. The rest of the walls are done in lavender paper, which harmonizes well with the steel ceiling. The counters alone are valued at \$700. The gate posts are carved and the office furniture is of dark woods, highly polished.
It is estimated that the furnishings of one of these offices costs \$2,000. Some of them cost more. A few of them cost less. There is one window decoration at the Rock Island office which cost over \$300. This is a map of the world which the company is using to decorate every ticket office in the country. A special artist was sent across the country about a year ago to do this work. The painter is one of the finest in his line and his services cost the company a good many hundred dollars.
The local ticket office of the Rock Island

company is furnished in light woods. Like all the ticket offices of the city, it has a tile floor and a steel ceiling, heavily studded with electric lights. Hand painted tapestries and elegant paintings decorate the walls, which are hung with wine colored, embossed paper.
Headquarters of the Overland.
Another costly office is the one at the corner of Fourteenth and Farnam streets, occupied by the Union Pacific. That district, by the way, is known as Railroad Row. There is a railroad office on each corner. The Union Pacific has one, the Rock Island another, the Northwestern the Paxton corner and the Illinois Central is across the street. In the square, one block west, opposite corners are occupied by the Missouri Pacific and the Burlington. West of the Burlington, on the same side of Farnam, is the Chicago Great Western, and in the corner at the end of the block is the Chicago, Milwaukee & St. Paul. The Warash has the corner opposite.

The Union Pacific is one of the richly appointed offices which add to the pomp of Railroad Row. The interior effect is dark. Highly polished mahogany furniture enhances the effect. The counters are ornamented with panels, edged with carved work and have marble bases, while the gate posts are richly carved. The partitions are of dark woods and chipped glass with beveled edges. Each clerk has his private stall, divided from the others by low partitions of dark woods, and George E. Abbott, city ticket and passenger agent, has one of the most sumptuously furnished private offices in the city. Carved mahogany chairs, an expensive, roller top desk, chipped glass partitions and a large imported rug are set off by dark, embossed wall papers. The steel ceiling is massed with electric lights.

One of the most striking wall decorations in a huge, stuffed buffalo head. The buffalo plays a prominent part in nearly all the advertising matter of the Union Pacific. When the road went through the animal was practically king of the plains and it is alluded to as the first settler along the line of the road. All of the roads have some design emblematic of the line. The Union Pacific windows are covered with them and this work cost the company nearly \$500. The shield of the union is, what might be termed, the coat-of-arms of the Union Pacific. The Southern Pacific has a circle which is now used with the Union Pacific shield. Every one of the ticket offices has a telephone booth in addition to the desk supply of telephones.
The Illinois Central came upon the scene after the era of swell offices had begun. The office was considered one of the richest in the city. Dark woods are used for the counters, desks and partitions. Like the other offices it has tiled floors and marble trimmings for the counters. Heavy ornamental chandeliers hang from the ceiling, which is also framed in a square of electric lamps. The office cost what some people would regard a comfortable fortune. The private office of J. S. Wentzell, assistant general freight agent, is finished in polished cherry and rosewood, while the polished floor is covered with expensive Persian rugs.

One of the Late Comers.
The Missouri Pacific is one of the late comers into the realm of mahogany splendor. The office is modeled much after the style of the others. Low partitions are used in dividing off the different departments. James O. Philippi, assistant general freight agent, has an office all to himself. This is carpeted and divided off by chipped glass partitions which reach

to the ceiling. The office is provided with twelve new desks of the same size and color. In Mr. Philippi's office is a photograph showing a group of railroad magnates whose combined wealth will reach a startling distance in the millions. The picture was taken at the reception to Paul Morton, which Mr. Philippi attended, before the secretary of the navy gave up Roosevelt's cabinet.
The Burlington general offices are like its magnificent depot—elegant, expensive and attractive, but the city ticket office has not yet blossomed out like the others. It undoubtedly will. The company built a depot in Omaha that was the talk of a continent. In stateliness and grandeur there is nothing in the country that will surpass it. With such a depot the company will not be satisfied until it has a city ticket office to compare with it.

Home of the Milwaukee.
Most prominent among these palatial quarters is the Milwaukee office. Like the Northwestern, it has very high ceilings, which are richly studded with incandescent lights. The walls are hung with linocrusta, an expensive quality of pressed paper, which reaches half way to the ceiling. Above the linocrusta is a plain-colored, embossed paper with a freeze of paintings. The counters and desks are made of expensive, imported woods and half the room has a wainscoting of mahogany panels. The counters have a marble base and the floors are tiled, excepting in the private offices, where rugs are used.
The Great Western, another of the late comers, has an attractive office, fitted up in light woods. The road is newer than some of the others and it is yet devoting its attention to equipment, terminals and road facilities rather than to offices. This will probably be the next stage of progress

in the development of its property. The vicissitudes of the early ticket offices are extremely interesting and at times almost amusing. In following the changes that were made in trying to find a suitable location, one gets the impression that the agents of the early days in Omaha spent a large share of their time in moving from place to place, and that they moved when business was dull and there was nothing else to do. Now some of the most expensive sites in Omaha are occupied as city ticket offices.
Joseph Teahon, who is probably the oldest railroad man in point of service still in harness, furnished a brief review of the movements of the ticket offices from the day of the old warehouse with its cottonwood board in the front part. The first depot was located in the middle of the river. At least, it was where the middle of the river is now. The Missouri has changed its course since then. It may be responsible for the habit of moving which possessed the early ticket agents, but they did not stay long in one location.
Migrations Were Numerous.
The Northwestern was the first line in here," said Mr. Teahon, "and we grabbed the business on this side of the river. Sometimes an immigrant train came in during the night and there was hustling the next morning. Those were the days when we had to work and we slept with our pelves rolled up. The first line in here from the east was the Northwestern, which had a sort of an office at the corner of Ninth and Farnam streets. There is a lumber office there now. The Burlington, which came in over the Kansas City & St. Joseph, when that line was extended to Omaha, had an office at the northeast corner of Tenth and Farnam. The Rock Island located in the same office; it afterward moved into the old Creighton block at the corner of Eleventh and Farnam streets."

The Tenth street location was known as the Benevolent corner. At the time of the Chicago fire the occupants of the place had a merry time one night and threw everything out of the building. The debris, which included everything from a shirt to a mattress, was sent to Chicago for the relief of the sufferers.
"The Burlington located at the corner of Ninth and Farnam and afterward moved into quarters between Ninth and Tenth, where the Bee office was. Then the offices consolidated. They were the Northwestern, Burlington and Rock Island; later they separated. The Burlington moved to the Grand Central, where the Paxton now is, and the Rock Island moved into the Heilmann block, at Thirteenth and Farnam streets. The Northwestern moved into the old location for a time and then moved to Twelfth and Farnam, where the Nebraska National bank now is.
Back and Forth They Went.
"All the roads pooled again after that and located in the Grand Central. The Kansas City line moved to the Stone building west of the Grand Central. The Rock Island pulled out again and the Kansas City moved into the Grand Central. The Burlington went to the corner of Fourteenth and Farnam, where the Union Pacific ticket office now is, and the Rock Island went back to the Heilmann block. The Kansas City remained in the Grand Central until it was burned out, when the office was moved to Fourteenth street, where McNamara's liquor house was, but it subsequently moved to the north side of the street, where Kent's saloon now is. From there it moved to Fifteenth and Farnam, and from there it went to Douglas street, between Fifteenth and Fourteenth. When the road was consolidated with the Burlington the effects of the office were absorbed by the Burlington, which was then located at the corner of Fourteenth and Farnam.
"The Warash came here in '76 or '77, and opened an office at the corner of Fifteenth and Farnam, and from there it went to the room in the Paxton hotel, where the floral store now is, and it remained there until two years ago, when it moved to its present home. In the meantime the Rock Island had moved to Fifteenth and Farnam, and later settled in its present location. The Northwestern took the Grand Central corner, the Burlington went to where the Union Pacific now is, and in the meantime the Union Pacific opened an office in the Millard hotel. Then it went to the corner of Thirteenth and Farnam and the Burlington moved to the 'Warash corner'.
"The Milwaukee opened its first office where Beaton's drug store is. It went across the street to where the hat store now is, and then moved to Sixteenth and Farnam. The Illinois Central opened up in its present location, and the Chicago Great Western opened in its present location about two years ago.
"I worked for the old Kansas City as city agent before it was absorbed by the Burlington. There was no roller top desks. We were pretty well satisfied with the tables; we didn't kick on a soap box. The Kansas City had to build the first building it occupied on leased ground at an expense of \$3,000, and it paid \$100 per month for the pleasure of having a building there. The owner of the lot afterwards bought the building. Every time a steamboat came up the river practically the whole town, men, women and children, were on the river to see it unload."

Big Fish Stories from the Land of the Salmon

(Copyright, 1904, by Frank G. Carpenter.)
CHICAGO, Nov. 17.—(Special Correspondence of The Bee)—Would you like to hear big fish stories that are true stories?
If so, open your ears and listen to James S. McMillin, the duke of San Juan. The duke of San Juan!
You may not have heard of him. Still he is the nabob of the most important of our Puget sound islands, an island which once came near involving us in war with Great Britain. San Juan island lies just under the boundary line between the United States and British Columbia. In our old treaties it was stated that the boundary was on the forty-ninth parallel to Puget sound, and thence along the marine channel through that sound out to the sea. The San Juan archipelago lies on the south edge of the channel, but the British decided to construe the route further north and make these islands a part of their territory.
It was the cackling of geese that saved Rome. It was the rooting of a hog that saved these islands and the vast fishing industry, of which they are the center, to the United States. The hog belonged to a British resident of San Juan island. It

rooted out the potatoes of an American resident and the American shot the hog. This brought up the question of the ownership of the island, which was involved in the question of jurisdiction. The governor of British Columbia proposed to send troops to bring the American offender to Victoria for trial, and the American governor of our territory sent Captain James Pickett to prevent it. Pickett was the same man who later made that famous charge at Gettysburg. He took a company of troops to San Juan and warned the British on the gunboat, which was sent to settle the matter, that if they landed he would fire upon them and there would be an international war. They did not land. The trouble continued, however, and General Winfield Scott was sent out by the president to settle it. A temporary arrangement was made by which the British took the northern half and the Americans the southern half of the island, and later the settlement having been referred to the old Kaiser Wilhelm, the grandfather of the present kaiser, he decided that the direct channel lay north of San Juan. This made the island an American possession, and so it is to this day.
San Juan island is the chief of the San Juan archipelago. It is only five miles

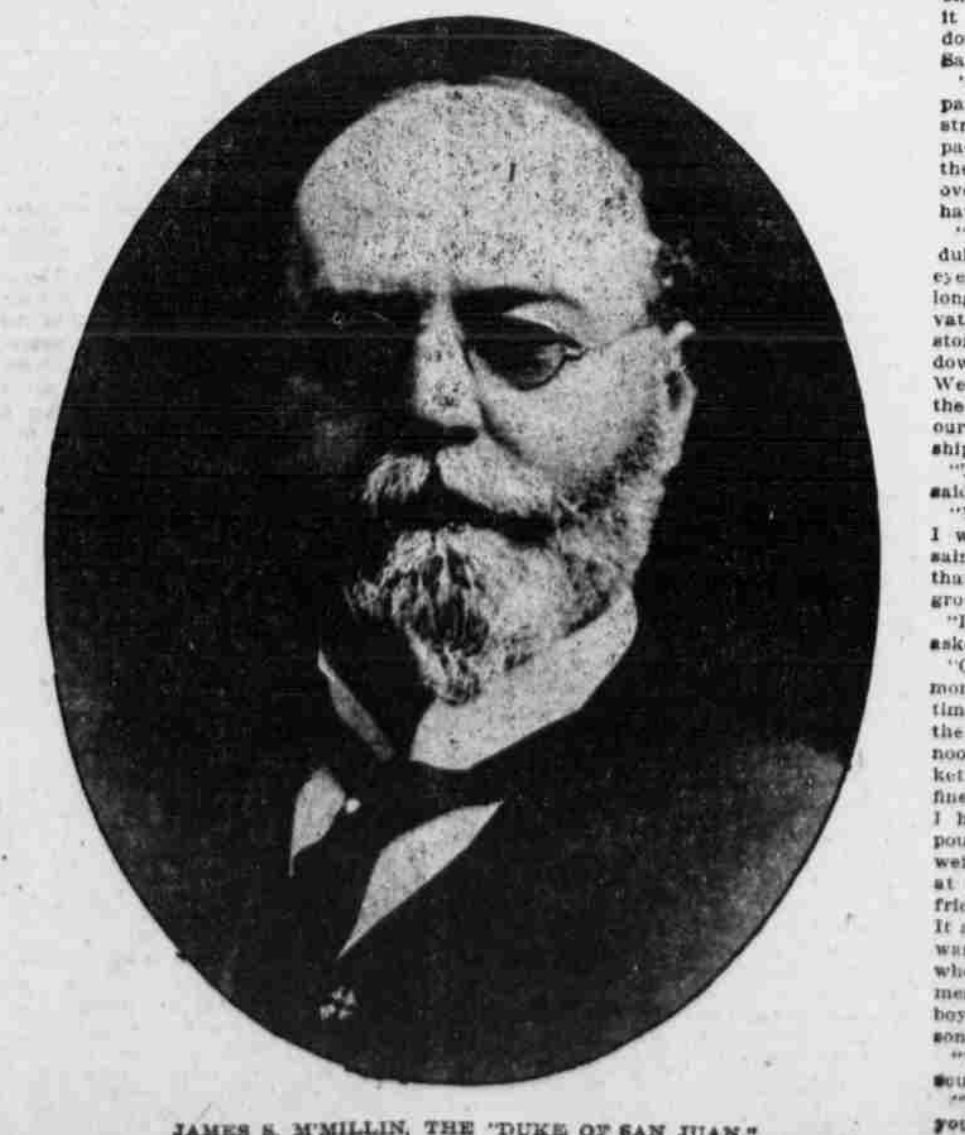
one way and fourteen miles the other, but it is the northwest cornerstone of the United States, and especially valuable because the greater part of it is pure stone. It is, in fact, a pure white marble, from which is made the most of the best lime of the Pacific slope. It has enormous factories and furnaces for making lime, and private offices in the city. Carved mahogany chairs, an expensive, roller top desk, chipped glass partitions and a large imported rug are set off by dark, embossed wall papers. The steel ceiling is massed with electric lights.

Big Fish Stories.
San Juan is also right on the track of the millions of salmon which come in every year from the sea to spawn in the fresh water rivers; and it was as to fish that I talked with the duke of San Juan, said Mr. McMillin.
"The salmon brings Uncle Sam more wealth than any other fish in his waters. The catch of Puget sound is worth about \$5,000,000 a year, and in 1902 more than 24,000,000 pounds of such fish were caught in the Oregon rivers. Alaska salmon bring in several million dollars, and altogether a large proportion of our \$40,000,000 worth of fish products come from salmon.
"You people of the east know nothing about fish as they swarm in our western waters. How would you like to sail for half a day through a school of fish from every three miles wide and so thick that it blanketed the face of the ocean? I have done that again and again, not far from San Juan.
"What would you think of rivers so packed with salmon that they fill the streams from bank to bank—so thickly packed that were they not so slippery and the water not so deep—you could walk over them from one bank to the other. I have seen that.
"What would you think," continued the duke, "of great vats of salmon sixty feet long forty feet wide and forty feet deep—vats so big that you could drop a four-story business block of forty feet front down into them—and all solid salmon? We have scores of such vats. We empty the fish into scows and carry them to our packing houses, whence they are shipped to all parts of the world."
"Those are big stories, Mr. McMillin," I said.
"Yes, but if you will come to San Juan I will show you all that and more. Our salmon exports are now greater in value than our lumber exports, and they are growing year by year."
"Is this fishing business a new one?" I asked.
"Comparatively so with us. The big salmon fishing of the west was for a long time confined to the Columbia river, where the Chinook salmon come from. The Chinook was the first to be put upon the market and it is best known. It is one of the finest of the salmon and about the largest. I have seen Chinook fish weighing forty pounds apiece, and some are caught which weigh eighty. When James G. Blaine was at the height of his popularity his Oregon friends sent him an eighty-pound salmon. It arrived in Washington in good condition, was cooked by a famous chef and served whole at one of his dinners. When you remember that it takes a good chunk of a hog to weigh eighty pounds you may get some idea of the size of that fish."
"What is the character of your Puget sound fish, Mr. McMillin?"
"There are different varieties of salmon, you know, each of which has its own na-

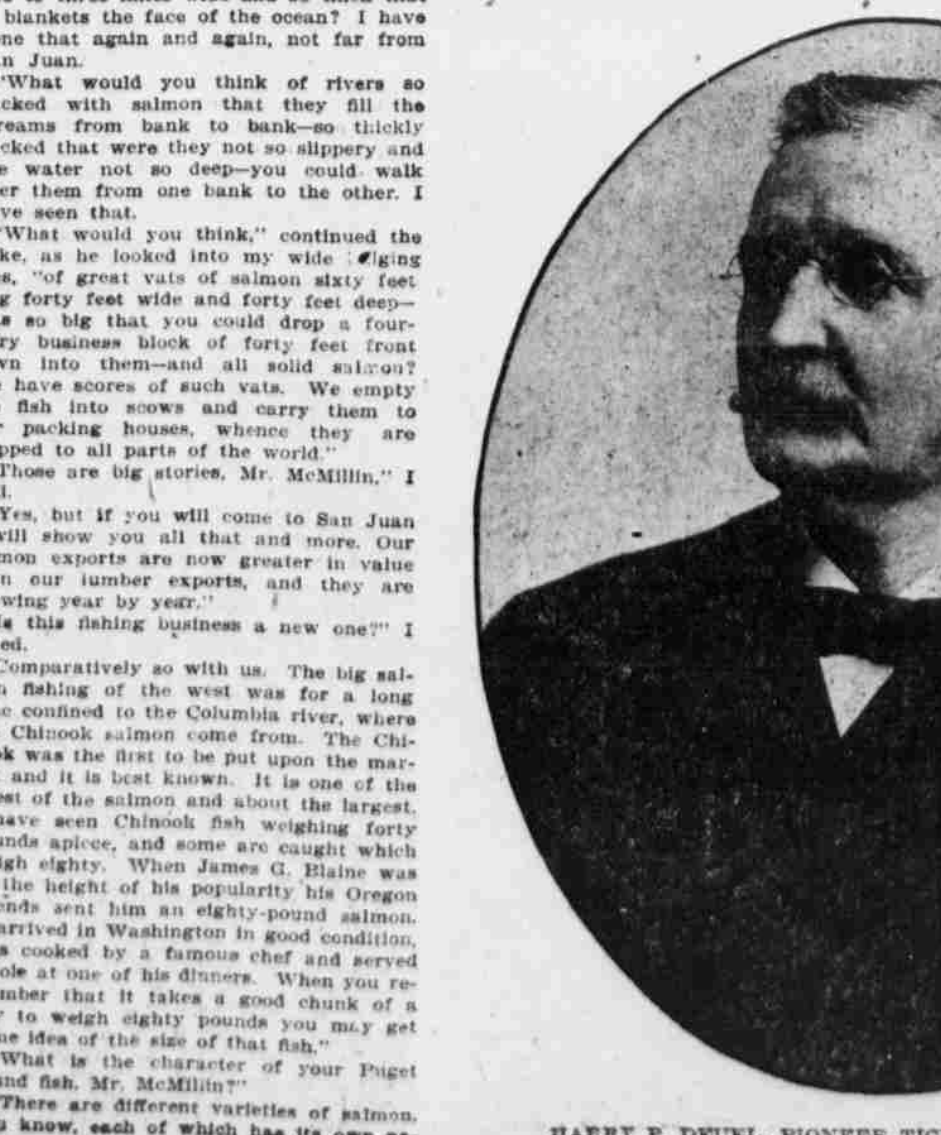
ture and habits as well as its particular time and spawning ground. The fish are all born at the headwaters of rivers. They swim down to the ocean as minnows and live there for four years, when they come back to the spot where they were born to lay the eggs for another generation. They come by the millions and tens of millions, in great herds of many companies, each fish going back to the place of its nativity to lay its eggs and die.
"Among the best and most numerous of the Puget sound salmon are the Sockeye, and an especial favorite is the Tye or King salmon. The Sockeye is smaller than the Chinook. It weighs from five to seven pounds, according to the season. In some seasons we catch millions which average five pounds apiece, and in others the average is seven pounds or more. The Chinook makes directly for the rivers, and it is caught there only. The Sockeye sport about through Puget sound on their way to the streams; and their course is such that we can catch them as they come in fresh from the ocean.
"I do not know that you are aware that the salmon does not feed at all after he starts on his long voyage from the salt water to the sources of the rivers. The journey takes weeks and during this time he must live off his own fat. The result

is that fish taken far up the rivers are lean and they lack the flavor of those caught fresh from the sea. This is the advantage we have in the Sockeye. We catch it when it is fat and fresh. It is, I believe, the most delicious of fish meat."
Fish Trapping.
"How do you catch the fish, Mr. McMillin?" I asked.
"We are now using great fish traps. They are not like those of the Columbia river, which are made in the shape of wheels turned by the stream, so that they catch the fish as they go up and, carrying them aloft, empty them into the boat with which the wheels are connected. Our traps are a series of great heart-shaped enclosures walled in with nets, so that the fish go into them and roam about until they finally come into a great vat-like net which will hold 30,000 or 40,000 at one time. I have seen such a trap with more than 100,000 big salmon in it."
"But how do you get the fish into the trap?" I asked.
"We take advantage of the habits and customs of the salmon. They have their own way of doing things and they will do the same things over again the same way

(Continued On Page Seven.)



JAMES S. McMILLIN, THE "DUKE OF SAN JUAN."



HARRY P. DEUEL, PIONEER TICKET AGENT OF OMAHA.